

# MOTORCYCLE

RIDE 'EM, DON'T HIDE 'EM

## CLASSICS

May/June 2019

# HIP TO BE SQUARE

**1959 ARIEL SQUARE FOUR MKII**  
RESTORED TO PERFECTION



### PLUS:

- SUPER FOUR: 1973 KAWASAKI Z-1
- TIMELY TRIBUTE: MAGNI MV AGUSTA 750S
- 90 YEARS LATER: 1929 BMW R11

\$6.99 • Vol. 14 No. 5 • Display Until June 17







EVERYDAY COMFORTABLE WITH A RELAXED FIT  
ON OR OFF THE BIKE

STARTING AT

**MSRP: \$309.99**

- 1.0 TO 1.1MM NATURAL COWHIDE LEATHER
- COMFORTABLE RELAXED FIT
- POCKETS FOR OPTIONAL ARMOR AT THE SHOULDERS, ELBOWS AND BACK  
(D.D. SPINE PAD JRP 159-0024, C.E. ELBOW JRP 659-1005, C.E. SHOULDER JRP 659-1006)
- REMOVABLE QUILTED VEST LINER
- 4 OUTSIDE ZIP POCKETS PLUS 1 UTILITY SLEEVE POCKET
- 5 INSIDE UTILITY POCKETS (2 INSIDE VEST LINER, 3 INSIDE JACKET)
- ADJUSTABLE WAIST & CUFFS • YKK® ZIPPERS THROUGHOUT
- COMFORT NEOPRENE EDGE ON COLLAR
- SUBTLE EMBROIDERED TONE ON TONE BADGING
- ANTIQUE GUNMETAL FINISH

**Cowhide YKK®  
Sullivans Inc.**

MA. 800-343-5984 AL. 800-874-9778 NV. 800-447-7505

TO FIND YOUR LOCAL DEALER VISIT:

**JOEROCKET.COM**  
DISTRIBUTED BY **SULLIVANSINC.COM**



POCKETS FOR OPTIONAL  
ARMOR



BLACK / BLACK



# POWERSHIFT



With classic styling but a modern gait, the MV Agusta Tributo rides into a new era. Page 18.



KEL EDGE

## FEATURES

### 12 HIP TO BE SQUARE:

#### ARIEL SQUARE FOUR MKII

Recalling burning helmets and rubber, Jim Balestrieri seizes his dream of restoring several mid-century Ariels, among others.

### 18 A TIMELY TRIBUTE: MAGNI

The Magni MV Agusta 750S Tributo, praised for its period looks, offers "scintillating performance from another era — today."

### 26 SUPER FOUR: KAWASAKI Z-1

Americans would've settled for a burger; Kawasaki gave them steak. The Z-1 roared off the block in 1973 breaking records, hailed as "Terribly fast. Two words every motorcyclist loves to hear."

### 34 WE DIDN'T NEED NO STINKIN' GPS

Rediscovered photos evoke stories from a 1973 tour of California aboard a Kawasaki Z-1.

### 42 CAT QUICK AND TIGER TOUGH: 1970 OSSA PIONEER

Jim Noel's "Offroad Bug" landed him in the collector's seat after OSSA shut down in 1983.

### 50 BRITISH BRUISER: SPEED TWIN

The 2019 Triumph Speed Twin joins the ever-growing Bonneville family of Modern Classics.

### 58 WHAT SELLS IN VEGAS

A record number of lots sold this past January as Mecum and Bonhams held their annual sales. Longtime enthusiasts and collectors Robert Smith and Somer Hooker share their observations.

### 66 1929 BMW R11: PRESSED STEEL, TWO WHEELS

Riding the R11, Alan Cathcart hones in on BMW's early foray into successful motorcycle manufacturing.

## ON THE WEB!

### Gumption traps ahead

Ad man Shane Powers provides an update on restoring the "Sea Beast," a Honda CB350, a Cronenberg-of-a-bike pieced together with only "intermediate mechanical aptitude" and the "arrogance of the uninitiated." He gets out of his depth, decides to take a step back, and calls for reinforcements. He plans to race this year in Topeka. Follow along at: [MotorcycleClassics.com/AHRMA-CB350-Part-2](http://MotorcycleClassics.com/AHRMA-CB350-Part-2)

## DEPARTMENTS

### 2 BLACK SIDE DOWN

The editor speaks.

### 4 READERS AND RIDERS

A French émigré remembers his family's Motosacoche.

### 6 ON THE RADAR

1982-1983 Yamaha XZ550R Vision, plus the Honda CX500 and the Moto Guzzi V50 Monza.

### 8 SIDECAR

Announcing the featured guest at our PA Getaway, show updates and a price guide review.

### 74 HOW-TO

We install a KickMagic pneumatic-assist starter.

### 78 KEITH'S GARAGE

Keith's fixes will keep your vintage bike up and running.

### 82 DESTINATIONS

Twisty roads and twinkling stars at Kitt Peak National Observatory, Arizona.

### 84 CALENDAR

Where to go and what to do.

### 86 COOL FINDS

New stuff for old bikes.

### 96 PARTING SHOTS

Racer Randy Mamola.





# Shifting gears

**F**or the first time since I can remember, I'm heading into spring with every bike in my garage — even my 1981 Honda Express moped! — running. The '83 Laverda RGS got a top-end freshening last fall (and while the engine was out, a frame strip and repaint, along with new steering head bearings, swingarm bearings, wheel bearings, ignition coils and tidying up of the electrics) and is running better than ever. The '73 BMW R75/5 is sporting a new seat cover and is running like the proverbial Swiss watch thanks to updated ignition and charging systems. The '76 Suzuki GT185 ... well, it just keeps running. And I've returned my new-to-me 1995 BMW K75 — the "appliance," as I like to call it — to its original configuration after ditching the short shock and dished Corbin seat installed by the inseam-challenged previous owner, who'd also pushed the front forks up into the yokes a full 2 inches.

This is a new experience for me, and seems somehow appropriate as I turn my attention a new direction, from running this magazine to heading up my own business. When we launched *Motorcycle Classics* in 2005, there were people who said it couldn't be done, that it wasn't possible in the U.S. to sustain a magazine for classic and vintage bike fans. More than a few had tried, and they'd all, regrettably, ended up on the side of the road. Publishing is a tough business, even tougher in an age where information is increasingly driven by social media and other digital platforms. Print, many said, was dead. The news of its demise, to paraphrase the great Samuel Clemens, has been greatly exaggerated.

We've had the good fortune to not only survive, but thrive. And while we're happy to take some of the credit, it really goes to you, the reader, the enthusiast who has embraced us and invited us into your home and encouraged us to become part of the classic/vintage motorcycle scene. It's been a humbling, exciting, invigorating and incredibly satisfying ride, and now it's time to turn the controls over to someone else.

That someone else is hardly a newcomer. When Landon Hall interviewed for the job of associate editor back in 2005, I couldn't believe my good luck. An avid motorcyclist, he was also working in the magazine industry, so he knew the work and dedication it takes to produce a top-notch publication, issue after issue. That he's stuck with us all these years is a testimony to his love of this magazine and of motorcycling. A track-day fan and a competent rider both on and offroad, Landon's enthusiasm for motorcycling runs deep and true, and there's nobody more capable of shepherding *Motorcycle Classics* into the future than he.

I'll miss the daily routines of producing the magazine, but fortunately for me — and I hope for you, as well — I won't disappear completely. I'll still write the occasional piece, and even pen a regular column. Look for me towards the back of the book next issue. And I'll still hit some of the great events we go to every year, including this year's 4th Annual Ride 'Em, Don't Hide 'Em

Getaway, where I'm looking forward to rolling down the road with readers and guest of honor Dain Gingerelli.

I'm a firm believer that change is good. It brings new and unanticipated opportunities, and I'm excited for the new adventures awaiting me, and Landon in his new role as pilot of the longest running and, in my humble opinion, best vintage bike magazine ever produced in the U.S. See you on the road.

Richard Backus  
Founding Editor



## Motorcycle CLASSICS

OSCAR H. WILL III, *EDITORIAL DIRECTOR*  
LANDON HALL, *GROUP EDITOR, COLLECTIBLES*  
lhall@motorcycleclassics.com  
ARTHUR HUR, *ASSOCIATE EDITOR/ONLINE*  
KYLE HAYDEN, *ASSISTANT EDITOR*  
RICHARD BACKUS, *FOUNDING EDITOR*  
KEITH FELLESTEIN, *TECH EDITOR*

### CONTRIBUTORS

JEFF BARGER • JOE BERK • ALAN CATHCART  
NICK CEDAR • KINGDOM CREATIVE  
KEL EDGE • DAIN GINGERELLI • SOMER HOOKER  
MARGIE SIEGAL • ROBERT SMITH • GREG WILLIAMS

### ART DIRECTION AND PREPRESS

MATTHEW T. STALLBAUMER, *ASST. GROUP ART DIRECTOR*  
TERRY PRICE, *PREPRESS*

### CONVERGENT MEDIA

BRENDA ESCALANTE; bescalante@ogdenpubs.com

### WEB AND DIGITAL CONTENT

TONYA OLSON, *WEB CONTENT MANAGER*

### DISPLAY ADVERTISING

(800) 678-5779; adinfo@ogdenpubs.com

### CLASSIFIED ADVERTISING

(866) 848-5346; classifieds@motorcycleclassics.com

### NEWSSTAND

MELISSA GEIKEN, (785) 274-4344

### CUSTOMER CARE

(800) 880-7567



BILL UHLER, *PUBLISHER*

OSCAR H. WILL III, *EDITORIAL DIRECTOR*

CHERYLYN OLMSTED,  
*CIRCULATION & MARKETING DIRECTOR*

BOB CUCCINIELLO,  
*NEWSSTAND & PRODUCTION DIRECTOR*

BOB LEGAULT, *SALES DIRECTOR*

CAROLYN LANG, *GROUP ART DIRECTOR*

ANDREW PERKINS

*DIRECTOR OF EVENTS & BUSINESS DEVELOPMENT*

TIM SWIETEK, *INFORMATION TECHNOLOGY DIRECTOR*

ROSS HAMMOND, *FINANCE & ACCOUNTING DIRECTOR*

MOTORCYCLE CLASSICS (ISSN 1556-0880)

May/June 2019, Volume 14 Issue 5

is published bimonthly by Ogden Publications, Inc.,  
1503 SW 42nd St., Topeka, KS 66609-1265.

Periodicals Postage Paid at Topeka, KS and additional  
mailing offices. POSTMASTER: Send address changes to  
Ogden Publications, Inc., 1503 SW 42nd St.,  
Topeka, KS 66609-1265.

For subscription inquiries call: (800) 880-7567

Outside the U.S. and Canada:

Phone (785) 274-4360 • Fax (785) 274-4305

Subscribers: If the Post Office alerts us that your  
magazine is undeliverable, we have no further obligation  
unless we receive a corrected address within two years.

©2019 Ogden Publications Inc. Printed in the U.S.A.





THE DAYTIME AUCTION  
**MONTEREY**

**AUGUST 15-17, 2019 • 100 MOTORCYCLES**

**HYATT REGENCY MONTEREY HOTEL AND SPA  
DEL MONTE GOLF COURSE • MONTEREY, CA**



THE WORLD'S LARGEST SELLER OF ANTIQUE MOTORCYCLES



**MECUM**  
**AUCTIONS**  
PRESENTED BY  **State Farm**

THE EXPERIENCE BEGINS AT **MECUM.COM**



## “Mine had OBRUT across the front.”

### CX650 Turbo memories

I replaced my Suzuki GS1000S with a Honda CX650 Turbo around 1984 or '85. Mine had OBRUT across the front. In the mirror of the vehicle ahead it would read TURBO of course. At the time, we got a lot of European models not available in the U.S. like Suzuki's RG500 Gamma square four 2-stroke for instance. The Turbo had the hardest seat I've ever sat on and broke down every year I had it. Repairs were \$600 to \$800 three years running so I traded it in on a BMW R80. It was the right choice. I'm now riding a 2014 Moto Guzzi V7 special and a 1400 California Touring.

George Smith/  
St. John, New Brunswick, Canada

### French Boxer

*Cher Monsieur Cathcart*, I do not know how to express my appreciation for your excellent story (*Motorcycle Classics*, March/April 2019). Ratier motorcycles have always been a complete mystery to me. When I was still a teenager living in France in the 1960s, there were still some Ratier motorcycles being used by the French police. I was struck by their similarity with the German BMW, but I never found anybody who could explain to me what the real story was.

After reading your article, everything makes sense. I appreciate that you traced also the origins of the Ratier Co. Having worked for US Airways/American Airlines as a mechanic for the last 30 years in Pittsburgh, Pennsylvania, I noticed a certain number of components coming from Ratier-Figeac on the Airbus planes. It is sadly true that the French motorcycle industry disappeared in the 1960s, probably killed by the very high cost of the motorcycle insurance compared to the insurance for cars.

We had a motorcycle in my family for a very long time. It was a Motosacoche (probably made in Switzerland). It was a birthday gift to my mother in 1938. She had an accident and the motorcycle was parked in a barn. During the war, the motorcycle was hidden at a farm to avoid theft or confiscation. In 1945 my father, who had just married my mother, began

to use it. That was the only transportation they could afford. They kept it until 1956 when they sold it in Caen, France, to a man who needed reliable and inexpensive transportation. It had given 18 years of service and was still retaining some value. Needless to say, during all that time many parts of the bike had been rebuilt by my father several times.

Often we forget motorcycles have a tendency to provide reliable service for very long periods. An example that comes to mind is the British-made Matchless. In June 1940, when the British Expeditionary Force had to leave France in a hurry, one of the ports of evacuation was the port city of Brest in Brittany. Since they had to leave their rolling equipment behind, they were selling to locals at good prices. You could buy a car for the equivalent of \$40 or a bike for \$20. If there was no taker they were being dumped into the harbor.

A friend of my father bought such a Matchless that turned out to be a very good and fast motorbike. In 1976 I was driving through the port of Saint Nazaire when I had to wait for one of the swing bridges to open. A guy riding an old bike stopped next to me and we began chatting. His bike was a Matchless left behind by the British army. He was working at *Chantiers de l'Atlantique* and was commuting every day on his World War II-era bike. Not bad after 36 years of service. I saw a similar bike on the island of Malta two years ago still delivering reliable service.

Riwall Lebars/Alquippa, Pennsylvania

Riwall,

*What a fascinating letter. Your experience fitting Ratier-Figeac parts to Airbus planes essentially completes the story. I was glad I could answer your half-century-old query about Ratier motorcycles.* — Alan Cathcart



### Canadian content

Just a quick note to mention how much I enjoy your magazine. As a Canadian reader, I really appreciate the fact that your prices are the same across the border.

I must say you also have a great deal of Canadian content as well, which brings me to Tony Cording [See *Motorcycle Classics*, November/December 2018 for our story on Tony's 1959 Royal Enfield. — Ed.]. I first met Tony at the 1983 Calgary winter motorcycle show and we had corresponded about a 1982 Yamaha Vision that I was having problems with. The issue was resolved with a set of 1983-model carburetors. I have since had many BMWs and other Yamahas but my favorite ride is a 1983 Vision with Euro gears and Krauser bags. I have been across Canada from Ontario to British Columbia eight times on this bike and have had no issues. I guess I can thank Tony for his help way back in his regional manager's time as I've enjoyed these bikes since. Great article and thanks again for the Canadian content.

Ken Stuart/via email

Ken,

*What a cool Vision! How wild that you sent this in just as our On the Radar column this issue features the 1982-1983 Yamaha Vision. See Page 6 for more.* — Ed.





# THERE'S NOT AN APP FOR THIS



Insurance. Drivers Club. Bike Values. DriveShare  
*Ride with us.* 888-216-2398 | Local Agent | [hagerty.com](https://www.hagerty.com)

Vehicle make and model names and logos are property of their respective owners and their inclusion does not imply sponsorship of or affiliation with Hagerty or any of its products or services. Hagerty Insurance Agency, LLC, provides insurance and determines final risk acceptance. Membership and DriveShare are provided by non-insurance subsidiaries of The Hagerty Group, LLC. Hagerty, the Steering Wheel Logo and DRIVESHARE BY HAGERTY are registered or common law trademarks of The Hagerty Group, LLC. ©2019 The Hagerty Group, LLC.



## Vision with a Vee: 1982-1983 Yamaha XZ550R Vision

In the late 1970s, every Asian bike maker built air-cooled, inline 4-cylinder bikes — lots of them, from 350cc to 1,100cc. They were the sliced white bread of their day. The problem? They all tasted alike. The Big Four found themselves in a standing-quarter-mile shoot-out every year.

So why not try something different? Kawasaki and Suzuki pretty much stayed the course with their UJMs, while Honda and Yamaha tried new ideas. Among the options considered was a 90-degree V-twin, employed to such success by Italian manufacturers. But packaging an L-twin wasn't easy. Why not try a narrow-angle twin — in spite of their association with heavyweight cruisers?

Honda came first with the 80-degree transverse CX500. Yamaha fired back with the 75-degree Virago 750 and XVR920; then in 1982 came the revolutionary 70-degree V-twin XZ550R Vision.

The Vision was all new in concept and execution: Its liquid-cooled, 552cc dual overhead camshaft 8-valve engine was well oversquare at 80mm bore by 50mm stroke, fed by a pair of honking 36mm Mikuni carburetors. To ensure adequate fueling at low revs, the Mikunis featured accelerator pumps, and the cylinder heads included Yamaha's YICS induction control system, to improve "swirl" in the combustion chambers and promote more efficient combustion. And to negate the primary vibration inherent in high-revving, narrow vee engines, a single counterbalance shaft was added forward of the crank.

The Vision's drivetrain created a uniquely new look, suspended from (and forming an integral part of) its triangulated steel tube frame. Absent was any pretense of cooling fins, just clean alloy cases and smooth cylinders. Inside was a plain bearing,



single crankpin bottom end connected to a pair of 10.5:1 pistons, driving the four overhead cams by left-and-right spur gears and HyVo chains. Drive to the 5-speed transmission and shaft final drive was by straight-cut gears. Running on distinctive 18-inch alloy wheels with 90/90 and 110/90 tires, the Vision used a telescopic fork at the front with a single disc brake, while the drum-brake rear wheel hung on Yamaha's "Monocross" swingarm with a single spring/damper unit adjustable for preload.

*Cycle* magazine took the Vision to the drag strip, recording 13.0 seconds at 100mph, which compared well with its contemporaries in the 4-cylinder class. So the Vision was a competent, innovative and sprightly motorcycle. What could possibly go wrong? Testers who rode the Vision praised its performance and lack of vibration while admiring its nimble steering. But the engine was not quite ready for prime time, with a noticeable flat spot in the carburetion at around 4,000rpm, and an idle speed that could vary by 1,000rpm. (A dealer reset partially cured *Cycle's* test bike). And while ground clearance was excellent, the Vision's thrift-store suspension gave vague handling. The rear shock could be adjusted for preload, but the front fork had no adjustment at all. Braking with the single front disc was

## ON THE MARKET 1982 Yamaha XZ550R Vision: \$2,250



Not a lot of Visions were built and sold when they were new, so finding a nice one today can be a bit tricky. We found three 1982 models for sale, starting with a silver Vision at Cycle Therapy in New York City, New York ([cycletherapynyc.com](http://cycletherapynyc.com)), listed at \$1,750. It shows less than 19,000 miles, and while it appears to be all there, its cosmetics look a little worn. Palace MotoSports in Mitchell, South Dakota ([palacemotosportsinc.com](http://palacemotosportsinc.com)), has a Vision with just 5,287 miles, also in silver, which the shop pickled for display at some point. It's for sale, but the price isn't listed. The last one popped up on eBay in Phoenix, Arizona, and that's the black bike seen here. Claimed to be a one-owner bike with less than 15,000 miles, it's said to have always been stored indoors and taken well care of. While the auction ended with a price of \$2,250, it's unclear whether the bike was sold or not. It wears an aftermarket fairing and luggage rack, but aside from that it appears to be in nice original condition. It's also interesting to note that we didn't find a single 1983 model for sale, which wears a snazzy handlebar fairing.



“To mollify critics of the sterile engine appearance, a handlebar fairing was added.”

## YAMAHA XZ550R VISION

Years produced	1982-1983
Power	64hp @ 9,500rpm
Top speed	113mph (period test)
Engine	552cc (80mm x 55mm) liquid-cooled, DOHC 70-degree V-twin
Transmission	5-speed, shaft final drive
Weight/MPG	462lb curb, half-tank fuel/ 57mpg (period test)
Price then/now	\$3,099 (1982)/\$1,000-\$3,300

“meekly adequate” *Cycle* said. And what was a putative sport bike doing with a power-robbing shaft drive? But it was probably the Vision’s eye-watering price that limited its appeal: Yamaha’s own XJ550 4-cylinder cost \$300 less than the Vision’s \$3,099 MSRP.

Yamaha responded to critics in 1983 with an extra front brake disc, a wider front tire at 100/90, an air-adjustable front fork, a rear shock with a rebound damping adjuster, and a modified intake to fix the carburetor glitch. And to mollify critics of the sterile engine appearance,

a handlebar fairing was added. All this pushed the price up to \$3,299 for 1983. Sales stayed low, and 1982 models were soon heavily discounted.

*Cycle* perhaps summed up the Vision best: “It’s convenient to think of the Vision as the Japanese manufacturers’ last great attempt to build an all-purpose, versatile, mid-displacement motorcycle. [But] the mid-displacement class was breaking apart, forming two

specialized rivers: cruisers, the major artery; sport bikes, a smaller tributary. The Vision, left in the middle, fell into the void.” **MC**

## CONTENDERS V-twin alternatives to Yamaha’s XZ550R Vision

### 1978-1982 Honda CX500

If you had been a motorcycle courier in Britain in the 1980s, chances were better than even your mount would be a CX500. Riders loved the maintenance-free shaft drive, the easily adjustable valves, tubeless tires, (mostly) bulletproof reliability — and leg-warming heat blowing from the radiator in London’s winters!

Designer Soichiro Irimajiri of CBX fame drew up a revolutionary but logical alternative to the UJM: a 500cc transverse, 80-degree V-twin with eight pushrod-operated valves, CV carbs, five gears and shaft drive. The drivetrain was an integral part of the backbone chassis, which ran on Comstar composite wheels with a single front disc and rear drum. The result was a bike that worked, *Cycle* magazine said. “It’s comfortable, inexpensive, peaceful, fast and capable, and it handles very well both on the Interstate and in the mountains.” But it wasn’t without issues. *Cycle World*’s long-term tester broke its timing chain tensioner, a common problem with the 1978s, and the subject of a recall. Other known problems: alternator stator and water pump seals — both engine-out repairs.

That said, *Cycle Guide* concluded, “Honda certainly has done an enviable job of breaking out of the old four-cylinder routine.”

- 1978-1982
- 48hp @ 9,000rpm (claimed)/108mph (period test)
- 497cc (78mm x 52mm) liquid-cooled, OHV, 4-valve transverse twin
- 5-speed, shaft final drive
- 481lb (wet)/43mpg (avg., period test)
- \$1,898 (1978)/\$800-\$1,800



### 1980-1989 Moto Guzzi V50 Monza

If 4-cylinder UJMs were the Wonder Bread of motorcycles, Guzzi’s 500 Monza was the focaccia. Conceived by Alejandro de Tomaso when he bought MG and Benelli around 1973, the “small block” Guzzi engine was compromised from the start by de Tomaso’s frugality, insisting on using leftover components from the failed Benelli/Guzzi 254 engine, fitted with cheaper-to-make Heron cylinder heads.

Down on power in this class, the Monza was a second slower than the Vision in the standing quarter; but was also considerably lighter, which benefited its handling: “amazingly stable,” said *Cycle* magazine, “The Guzzi tracks through corners as if it were laser guided.” And while the forward riding position was a stretch in town, *Cycle*’s tester found it worked well at 70mph-plus speeds. Stopping was by triple discs operated by Guzzi’s linked braking system, the pedal operating one front caliper and the rear brake. From 1981, Monzas were fitted with mechanical contact breakers replacing an unreliable Bosch electronic module.

The Monza wasn’t a big seller in the U.S. In comparos, it lagged on power, performance and price. But “Italian machines have strong, loyal, articulate, even vociferous partisans,” for whom “the strengths of European engineering still outweigh the quirks,” *Cycle* wrote. The small-block lives on, developed into today’s Guzzi V7 and V9 engines!

- 1980-1983
- 48hp @ 7,500rpm (claimed)/109mph (est.)
- 490cc (74mm x 57mm) air-cooled, OHV transverse L-twin
- 5-speed, shaft final drive
- 396lb (wet)/47.8mpg (avg., period test)
- \$3,249 (1981)/\$2,500-\$4,500





# Dain Gingerelli joins our PA Getaway, 2019 show updates and Riding Into History

## Ride 'Em, Don't Hide 'Em Getaway

Racer, writer, editor and all-around motorcycle enthusiast Dain Gingerelli will join us as our special guest for the 4th Annual *Motorcycle Classics* Ride 'Em, Don't Hide 'Em Getaway at Seven Springs Mountain Resort in Seven Springs, Pennsylvania, Aug. 9-11, 2019. Regular readers will recognize Dain as a long-time contributor to *Motorcycle Classics*. Dain started riding young, his first bike a 1965 Honda S90, which he later traded for a 1967 Honda CB77 Superhawk. In 1968 he began road racing. Still too young to get a competition license, he competed under his brother's name until the end of the year. Running his first full season in 1969, he ended the year as high points rider in the AFM's 200cc production class. Fresh out of California State University, Fullerton, in 1970, Dain put his new communications degree to work as a stringer for *Competition News*. By 1971 he was working at *Hot Bike*, and over the years he was the editor of six different magazines. Dain's most memorable years in the industry were spent as Sport Editor at *Cycle Guide* magazine from 1979-1987.

The racing and winning continued while

he worked, and in 1975 Dain was the AFM and CMC 250cc Production-class champ. In 1986, he helped set four FIM endurance speed world records with American Honda (24 hour, 12 hour, 6 hour and 1,000 kilometer). Dain's racing background also

allowed him to test a variety of the top race bikes of his era, such as Kenny Roberts' 1977 Yamaha TZ750 road racer, Freddie Spencer's 1980 Honda CB750 Superbike and Eddie Lawson's 1984 Yamaha YZR500 road racer. Over the years, Dain has also been the author or coauthor of about half a dozen motorcycle books and another 10 automotive books.

## Ride 'Em schedule

Friday night we'll kick the event off with a welcome reception and dinner. After a big breakfast together Saturday at the resort's Slopeside restaurant, we'll gear up and head out for the Saturday ride. Routes are still being planned through the highlands, but we'll plan on a midday lunch stop, followed by the afternoon ride back to the resort. Saturday night we'll gather for a special banquet dinner, with an interview with Dain Gingerelli, discussing his long racing, riding and writing career. After another breakfast Sunday morning, we'll head back out for another ride through the Laurel Highlands, probably returning to the resort midday.

Need a bike? Ride sponsor RetroTours has a limited selection of classic 1970s motorcycles available for rent, including bikes from Ducati, Triumph, Norton, Yamaha, Honda, BMW and more. Check out the 25-strong stable at [retrotours.com](http://retrotours.com), but don't wait too long, because rentals are available on a first-come, first-served basis. Want to pile on even more miles? RetroTours will lead a 600-mile round-trip tour to Seven Springs from its headquarters in Kennett Square, Pennsylvania, through the backcountry of Maryland, West Virginia and Pennsylvania. Contact the fine folks at RetroTours, or visit their website for more info on the round-trip ride.

We'll also be joined by our good friends at Bonhams Auctioneers ([bonhams.com](http://bonhams.com)), Pecard Leather Care ([pecard.com](http://pecard.com)) and Spectro Performance Oils ([spectro-oils.com](http://spectro-oils.com)), passionate motorcycle enthusiasts and enthusiastic sponsors of our event. Reserve your spot now at [MotorcycleClassics.com/PA2019](http://MotorcycleClassics.com/PA2019), where you'll find updates and interactive ride routes as we get them posted. See you there!



Dain in '69 (top) and racing to a win on his RD250 in '75 at OCIR in California.



# EXPERIENCE ROAD AMERICA

## MOTOAMERICA SERIES

PRESENTS THE DUNLOP CHAMPIONSHIP AT ROAD AMERICA

**MAY 31-JUNE 2, 2019**



## VINTAGE MOTOFEST

FEATURING AHRMA VINTAGE RACING AND ROCKERBOX<sup>®</sup>

**JULY 26-28, 2019**



## AMERICA'S NATIONAL PARK OF SPEED™

Since 1955, Road America's legendary 4-mile road circuit has tested the skills of world-class car and motorcycle racers. Situated one hour North of Milwaukee and one hour South of Green Bay on 640 acres of lush Wisconsin countryside with its 14-turn configuration following the contours of the rolling, glacially-sculpted landscape, it provides a gorgeous setting for a fan and competitor experience like none other. Just minutes from award-winning resorts, attractions and beautiful Elkhart Lake. Camping available on-site.

Elkhart Lake, Wisconsin

(800) 365-7223

RoadAmerica.com

 Facebook.com/RoadAmerica

 @roadamerica





## 2019 Motorcycle Classics vintage events update

Our first event of the year will take place right in our backyard: For 2019, AHRMA has added a race weekend at **Heartland Motorsports Park** in Topeka, Kansas, **June 28-30, 2019**. Rounds 11 and 12 of the Luke's Racecraft National Historic Cup Roadrace Series will take place Saturday and Sunday, and the AHRMA Roadracing School will take place starting on Friday. We'll be set up in the pits, so come out and say hello! Head to [ahrma.org](http://ahrma.org) for updates and more info.

Then in July, we'll head to **Road America** in Elkhart Lake, Wisconsin, for the **Vintage Motofest featuring AHRMA Vintage Racing and Rockerbox, July 26-28, 2019**. We'll head up judging and awards for the annual Rockerbox Bike Show, which takes place on Saturday and always features a strong mix of restored classics, choppers, bobbers and other customs, scooters and more. We'll give away the *Motorcycle Classics* Editor's Choice award, plus awards in five more categories. Historic Road America is an amazing track and event location, and in addition to the show there will be live music, vendors, plenty of food, a microbrew tasting and more. Get more info at [roadamerica.com](http://roadamerica.com), and check back next issue for more shows we'll be attending throughout the year.



2018 Rockerbox Best Scooter winner Celia Trosper and her 1957 Moto Guzzi Galletto.

### The COMPREHENSIVE VINTAGE MOTORCYCLE PRICE GUIDE 2019/2020 Edition

Antique, classic, and  
special interest motorcycles  
Model years 1901 through 1998



Compiled by  
The Motorcycle and Model Railroad Museum of Wisconsin

## Price guide returns

We're happy to announce a new version of a resource book we use here at the office on a regular basis: an update of *The Comprehensive Vintage Motorcycle Price Guide*.

Now in its 16th edition, the 416-page guide offers pricing info for more than 100 different marques. At just 4 inches by 6.5 inches, this pocket guide is a great resource to carry with you as you travel to swap meets, bike shows, shops and anywhere else you might run into a bike for sale.

The intro to the book explains how the values are determined and also gives advice on how to grade and evaluate a motorcycle, along with

explanations of its six-level grading scale. More than 120,000 prices are offered.

The guide is compiled and run by the Motorcycle and Model Railroad Museum in Green Bay, Wisconsin, and sales of the book benefit the museum's foundation, a nonprofit group. More than 350 experts contribute to make this guide as accurate and up-to-date as possible.

We've offered older editions of this book in the past, and when it has sold out, we've had readers call pleading to help us track down a copy, so we're thrilled to be able to offer this updated guide. Price: \$14.95. For more info, see our ad on Page 92.

## Riding Into History celebrates 20 years

This year is the 20th anniversary of the yearly Riding Into History event in St. Augustine, Florida, May 10-11, 2019. More than 300 antique and vintage bikes will be displayed at the Concours on Saturday, along with a variety of special motorcycles, displays and vendors. The theme of the 20th annual event is "Celebrating the Great American Motorcycle."

Gloria Struck, known as the country's most prominent female motorcyclist, will serve as the Grand Marshal. Ms. Struck, 94, was one of the first members of the Motor Maids and has crisscrossed America, as well as several foreign countries, for 78 years on a variety of Harley-Davidson and Indian motorcycles. She is both a Sturgis Hall of Fame and Motorcycle Hall of Fame inductee. She will participate in the Grand Marshal's Ride, speak

at the Grand Marshal's Dinner, and sign her autobiography at the Concours. For a full weekend schedule and more information, visit [ridingintohistory.org](http://ridingintohistory.org)



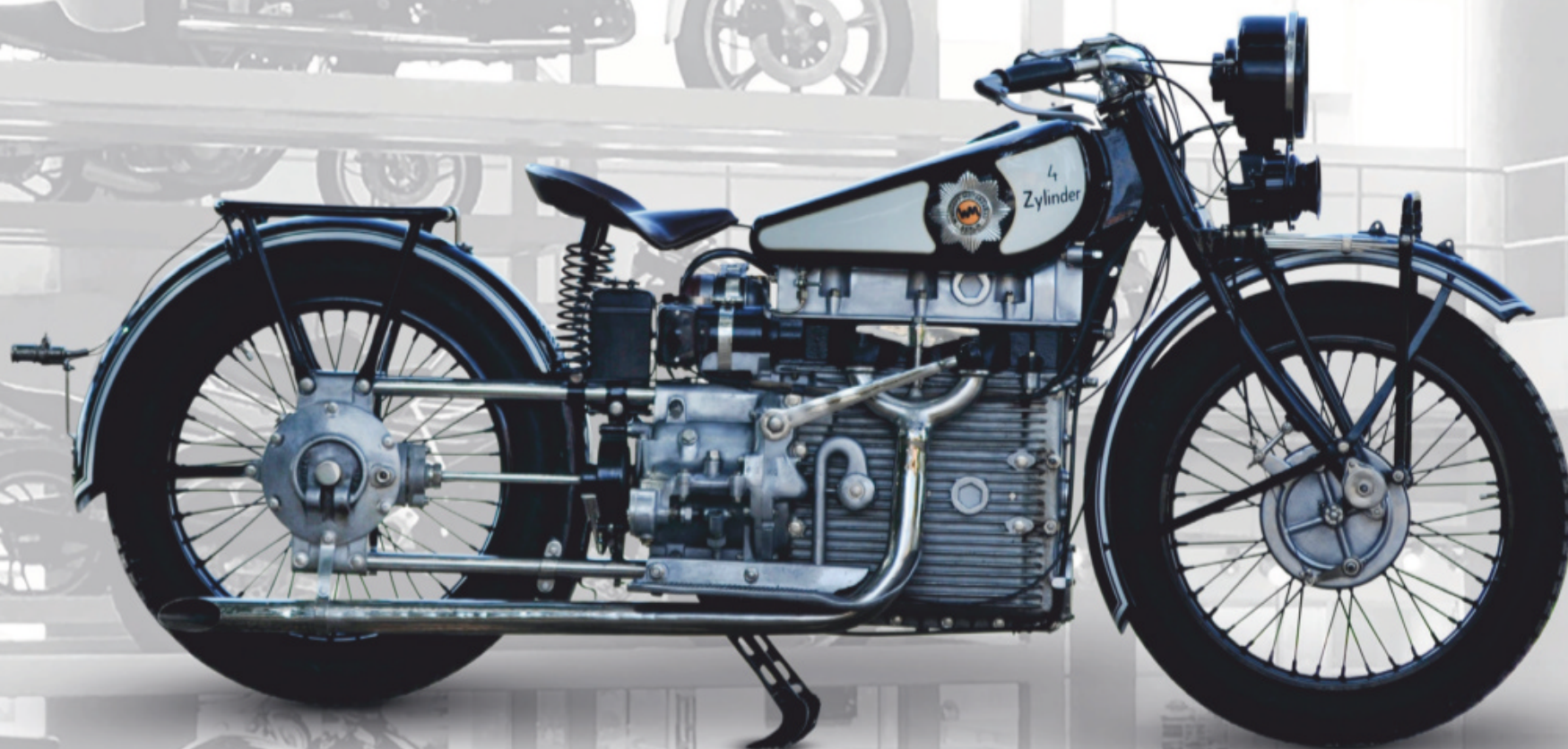
Ms. Gloria Struck, then and now. Ms. Struck will be Grand Marshal at RIH this year.



# Bonhams

AUCTIONEERS SINCE 1793

ENTRIES NOW INVITED | *CONSIGN TODAY*



## COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama | October 5, 2019

### COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the LA or London office or visit [bonhams.com/motorcycles](https://bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

### ENQUIRIES

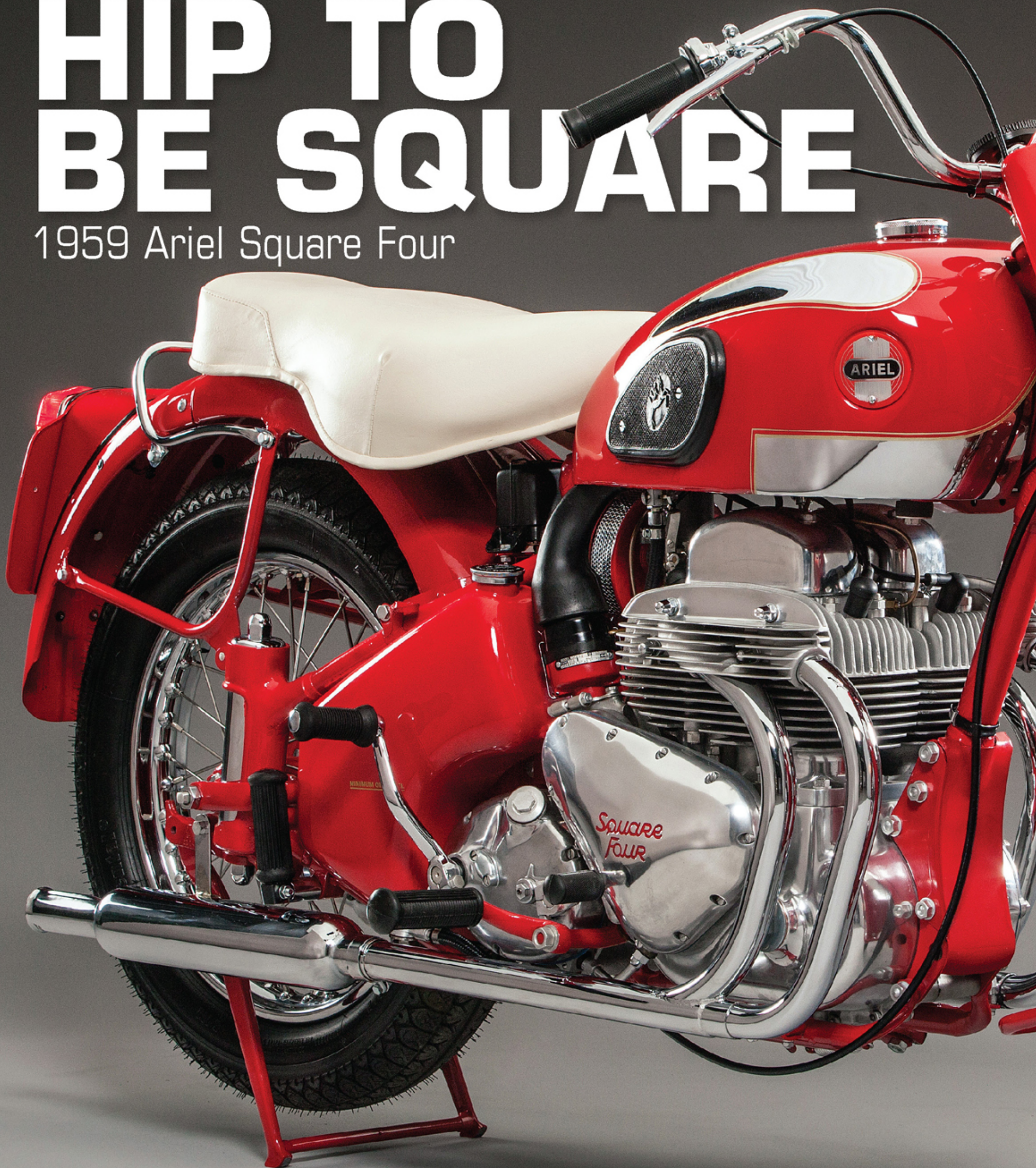
Craig Mallery  
+1 (323) 436 5470  
[craig.mallery@bonhams.com](mailto:craig.mallery@bonhams.com)  
[bonhams.com/motorcycles](https://bonhams.com/motorcycles)

**1928 WINDHOFF 746CC FOUR**  
Sold for \$230,500



# HIP TO BE SQUARE

1959 Ariel Square Four





**B**ack in the free spirit heyday of the 1960s and 1970s referring to something as “square” was a put-down. Square was a term used to denigrate the straight-edged conformist establishment, and if you were labeled square you certainly weren’t “with it.”

When Wisconsin adopted a helmet law in 1968 many didn’t appreciate being told by those in power what they could and could not do. One of them was Bill Schertzl of Eagle River, Wisconsin. Bill was a long-haired free-spirited individual, and together with several of his like-minded friends, they protested the law. Eventually, on March 3, 1978, the Wisconsin helmet law was repealed and it was declared that only those under the age of 17 had to wear a lid.

That meant Bill and his friends could ride with the wind fully in their hair. But what is incongruent with Bill and his anti-establishment attitude is his motorcycle of choice happened to be an Ariel Square Four.

And not just one Square Four. In the 1970s he had several, including a chopper and a couple of nice, tastefully chromed out originals. He rode them regularly, but over time they ended up parked in his garage and eventually had to be sold off. That’s when, two years ago, Jim Balestrieri of Elkhart Lake, Wisconsin, heard about the collection.

### Trading hands

Jim is an enthusiast who began riding motorcycles in the late 1960s with his junior high school friends, and Hondas were their chosen machines. He started out on a 305 Scrambler and ended up in the mid-1970s on a Gold Wing. Jim rode until 1984, when he opened his business, got out of motorcycles, and began club racing automobiles.

His wife, he says, then made the mistake of buying him a copy of Hugo Wilson’s *The Encyclopedia of the Motorcycle*. Flipping through the pages and seeing all of the interesting historical machines, Jim decided he’d begin







## 1959 ARIEL SQUARE FOUR MKII

**Engine:** 997cc air-cooled OHV "square" four, 65mm x 75mm bore and stroke, 7.2:1 compression ratio, 42hp @ 5,500rpm (claimed)

**Top speed (approx.):** 105mph

**Carburetion:** Single SU, variable choke

**Transmission:** 4-speed, chain final drive

**Electrics:** 6v, coil and breaker points distributor ignition

**Frame/wheelbase:** Single downtube steel cradle/56in (1,422mm)

**Suspension:** Telescopic forks front, plunger rear

**Brakes:** 7in (178mm) SLS drum front, 8in (203mm) SLS drum rear

**Tires:** 3.25 x 19in front, 4 x 18in rear

**Weight (wet):** 435lb (197kg)

**Seat height:** 31in (787mm)

**Fuel capacity:** 6gal (22.7ltr)

**Price then/now:** \$950 (est.)/\$12,000-\$33,000



collecting with the intention of one day opening a motorcycle museum.

That dream became a reality in 2017 when Jim and lifelong friend Tom Kostrivas opened Throttlestop in Elkhart Lake, Wisconsin. There, together with general manager Nic Piekarski, the team buys, sells, consigns and stores exotic cars and also runs a detailing department. Jim placed his motorcycle museum in a separate building on the Throttlestop property which now displays more than 40 machines, from a 1914 Indian V-twin board track racer to a 1961 Triumph 3TA, a 1975 Suzuki RE5 and even a 2006 Harley-Davidson VRXSE Screamin' Eagle V-Rod Destroyer drag racer.

At Jim's "regular job" in human services, Jim has a coworker who is Bill's nephew. One day at the office he mentioned his uncle's cache of motorcycles. That was enough to pique Jim's

interest, and he went to view the contents of Bill's garage. Jim ended up buying a Suzuki RE5, a 1957 Ariel Square Four chopper and 1955, 1958 and 1959 Square Fours.

### From the beginning

The history of Ariel dates back to 1869 when James Starley, an engineer with the Coventry Sewing Machine Co. of Birmingham, England, thought two-wheeled transportation held some promise. In 1870 he and his partner William Hillman built a high-wheel bicycle and chose to name their company Ariel, a nod to the flying spirit from Shakespeare's play *The Tempest*. Like many other British manufacturers that started out with bicycles, powered cycles soon followed. Ariel built a motorized three-wheeler in the late 1800s, and their first motorcycle in 1902.







By 1928 it was Jack Sangster who was managing Ariel and he hired aspiring motorcycle engineer Edward Turner. Turner had been working at a motorcycle shop in Peckham, England, and while there he had built his own single-cylinder overhead cam motorcycle engines and drawn up plans for a 4-cylinder powerplant. He'd been shopping his designs around to various English motorcycle manufacturers, including BSA, who showed some initial interest in his singles, but nothing became of the discussion.

That's when Turner turned up at Ariel. Instead of the singles, Sangster and Ariel designer Valentine Page were captivated by Turner's 4-cylinder design. Turner began working at Ariel under Page, and he was joined by Bert Hopwood. They worked on Turner's design that held four pistons in a square layout, with fore and aft crankshafts geared together.

According to Roy Bacon in his book, *Ariel: The Postwar Models*, the square four layout "... offered the same good balance as the in-line (4-cylinder engine) plus very compact dimensions, while

the four small even power pulses of the cylinders was far less destructive than the one thump of a single."

"As originally schemed by Turner," Bacon continues, "the Square 4 engine was undoubtedly light and compact, being made more so by the use of a 3-speed gearbox built in unit with the engine. He coupled the two crankshafts together by cutting (helical) gear teeth on the central flywheel each had, and the rear one drove the gearbox. So small and light was the assembly that it could, and did, fit into the 250 frame (Ariel's 250cc Colt model had a forward-canted cylinder and head, which protruded between widely splayed front frame downtubes) giving a very light motorcycle."

However, what finally entered production in 1930 wasn't Turner's initial vision. Inadequate cylinder head finning of the original design resulted in cooling problems, and the unit-construction layout would have been too costly for full-scale production. Ariel instead built a 498cc 4-cylinder engine with



The chroming on Jim's restored Ariel is impeccable. Note the plunger rear suspension and the Anstey link (above right).





Three of the Ariels Jim bought from Bill, including the chopper (middle) and our feature bike, the red 1959 model (right).

chain-driven overhead camshaft and separate Burman gearbox. The four's crankcase fit neatly between the splayed downtubes of Ariel's SG31 500cc sloper rigid frame, which meant something of a weight penalty. Gas tank, girder fork, wheels and brakes were shared between the two models. Late in 1930 at the Olympia Motorcycle show in London, England, the brand-new Ariel Square Four was launched for the 1931 model year.

### In competition

The machine met with success. During the 1930 London to Land's End Trial the Square Four placed first. Ariel increased the four's sidecar-hauling capability in 1932 when capacity was taken to 601cc. Ariel sold both the 500 and 600 Square Fours until 1933, when only the 600 was available.

The Square Four was significantly revised for 1937 when the company offered the 600cc 4F and the new 1,000cc 4G. On both models, the engine had been completely redesigned and the overhead cam was gone, replaced by a centrally located cam in the center of the crankcase — which was now split vertically as opposed to horizontally. Short pushrods operated the overhead valves and the crankshaft coupling gears moved from inside the case to outside and were located under a left side cover. The cylinder barrel and the 12-stud head were cast iron but the rockers were maintained in a separate alloy top chest.

Focusing on the larger engine, bore and stroke was 65mm by

75mm for a displacement of 995cc with a 5.8:1 compression ratio. In 1939, Ariel listed the Square Four De Luxe 1,000cc Model 4G together with a Square Four Standard 1,000cc Model 4H, and the smaller 600cc 4F. The De Luxe model featured fishtail mufflers, chromed and pinstriped rims, a quickly detachable rear wheel and a larger gas tank. The De Luxe was also equipped with a sidestand. New for 1939 was Ariel's spring frame, essentially a plunger-style rear suspension that could be ordered, at extra cost, to fit any of the Square Four models.

### The next version

During the war years, Ariel quit civilian production and focused on constructing single-cylinder machines for the military. When the factory resumed regular production in 1945 the only Square Four model in the lineup was the 1,000cc 4G, updated in 1946 with telescopic forks.

Ariel shed some weight from the Four's powerplant in 1949, replacing the cast iron cylinder block and head with all-alloy components for the Mark I Square Four. The Lucas magdyno unit was switched to coil ignition and a 70-watt dynamo with a car-type distributor was driven by skew gear. On the timing cover, the inscription changed from "1000" to "Square Four" and in 1950 the speedometer was relocated from the tank-top instrument panel to the fork top. By 1951, the tank-top panel was gone in its entirety and the Smiths speedometer was housed in an alloy casting that doubled as the upper fork triple tree.

The next update of the Square Four happened in 1953 when Ariel began selling the Mark II model, instantly recognizable thanks to its distinctive four separate exhaust headers. In 1954, the sprung solo saddle was replaced by a long bench-type seat but the plunger rear suspension remained. Over the next five years, changes were limited in 1956 to a hooded headlight and fork cover featuring a top panel with speedo, ammeter and light switch. At the lower end of the fork was a new full-width light alloy hub with 7-inch brake. Rear suspension was still provided by the plunger frame, and that remained until the end of the line with the 1959 model — when Ariel suspended all 4-stroke motorcycle production to focus on 2-strokes.

### Back in Wisconsin

After Jim acquired the Ariels he showed off the Square Four chopper at a Mama Tried event in Milwaukee. The rest of them were cleaned up and while Jim thought about leaving the bikes alone, the



Wisconsin motorcyclists burning a helmet in protest at the state Capitol.





To see a walk-around video of our feature Ariel, go to [bit.ly/square-four](http://bit.ly/square-four)

1959 model was important to him.

"There were two things about that one," he explains. "It was a unique color known as Cherokee Red, and from the information we could dig up, it was built March 24, 1959, and it could be one of the last Square Fours to leave the factory."

Jim turned to Brady Ingelse of Retrospeed in Belgium, Wisconsin, for some input.

"I first met Brady at a Road America event and saw his company's restorations there. That's when I said this is a guy I've got to get to know," Jim says. Initially, they both thought a sympathetic restoration of the '59 would suffice. Brady took delivery and first ensured the Square Four would run. It would, and while the engine sounded okay, as technician Ryan Luft took the lead on the Ariel and began to work on the project, it became apparent the motorcycle would require a complete rebuild.

The red paint was flaking off the chrome on the gas tank, but much more seriously, the valve guides simply fell out of the head when it was turned upside down. At that point, Jim and Brady agreed everything needed to come apart to the last nut and bolt.

### From the bottom up

Starting with the engine, to ensure the crankshafts were serviceable and crack-free they were magnafluxed. Thankfully, they were in good condition. After Ryan cleaned up the cases, every bearing and bushing was replaced. Retrospeed turned to their friend Dave Murre for much of the specialized machine work.

"Not only is Dave a machinist, but he's a machinist who can't stop talking about motorcycles, and especially British machines," Brady says. "He gets it." Dave machined Kibblewhite nickel bronze valve guides meant to fit a Triumph twin to suit the Ariel's head and made a new seal carrier — to hold a Honda seal — for the output shaft of the transmission.

Draganfly Motorcycles in England ([draganfly.co.uk](http://draganfly.co.uk)) was able to supply a good portion of the required parts, including a complete new exhaust system with mufflers. Most of the pieces that could be chromed, including the dent-free gas tank and parts such as the handlebars and clutch cover were dipped at the Chrome Shop Inc. in Menasha, Wisconsin. However, there was more chrome to remove from parts of the Ariel that were never meant to be plated.

"This bike was littered with extra chrome plating," Brady tells us. Examples of that include the engine mounting plates, rear stand and spring, fender brackets and many smaller pieces. "That makes it difficult to know exactly how it left the factory, and we did plenty of research to ensure everything was correctly painted, chrome plated, or cadmium plated."

After completing many spray-outs to ensure a match to the Cherokee Red paint, the frame, fork sliders and upper covers, engine mounting plates, headlight nacelle, taillight housing, oil tank, tool box and stands were sprayed by CG Collision in Belgium, Wisconsin. They were also able to successfully mask and paint over the freshly chromed gas tank, a job that sets the entire motorcycle apart from many other machines.

With the Ariel together and painstakingly prepared to ensure there would be no static oil leaks, Ryan says he steeped himself in how to properly set the timing on the Lucas distributor that sees one set of points providing sparks to the four plugs and how to tune the SU carburetor. All dialed in with just over 30 miles on the odometer accrued during shakedown runs, Ryan says the Square Four is one of the easiest-starting motorcycles he's ever worked on.

"It's unreal," he says. "Turn the key, flip a lever on the carb and give it one kick and it fires right up."

And that, right there, is proof that it's hip to be square. **MC**









# TIMELY TRIBUTE

## Magni MV Agusta 750S Tributo test

Story by Alan Cathcart  
Photos by Kel Edge

As it continues its ride along the comeback trail, MV Agusta has been acquired by Russian investor Timur Sardarov, after his successive cash injections allowed the famed Italian brand to survive yet another brush with bankruptcy. His rescue mission will allow MV to continue offering the ever more tantalizing array of new models combining leading-edge engineering with arresting-looking design that it's become famous for around the world since its revival by the Castiglioni family exactly 20 years ago, with the debut of the F4.

But 20 miles farther south of MV's Varese base, the traditions of this marque have continued uninterruptedly to be showcased in a modern context. For in the Moto Magni factory at Samarate, Giovanni Magni, 59, is now producing the latest in a series of traditional-looking bikes powered by modern MV Agusta engines.

It's only in the past six years that this small but well-equipped factory has started using the products of the modern MV Agusta firm as the basis for creating a potent blend of yesterday's looks and today's performance. It's hard to think of any company more entitled than Moto Magni to use current MV Agusta hardware to produce such an authentic retro bike. For it was the firm's founder, Giovanni's late father Arturo who, before he passed away in December 2015 at the age of 90, led the world's most successful ever non-Japanese GP race team to its remarkable haul of 75 road racing World Championships in 26 years, bankrolled by the profits of Count Agusta's helicopter factory and achieved with bikes developed in MV's former race HQ at Gallarate, just a stone's throw from Moto Magni's Samarate factory.

However, Giovanni's first Magni

MV tribute bike was actually a ringer, because the only thing MV about the Magni Sport 1200 S introduced 20 years ago in 1999 was its styling. For this was a palpable pastiche of the original 4-cylinder MV Agusta 750S, of which just 402 examples were built from 1971-1975. That's because the Magni look-alike was powered by the ubiquitous Suzuki 1200 Bandit engine. Despite borrowing various design cues from the original MV 750S, like its red leather hump-backed seat and the shapely disco volante styling of the fuel tank with tricolor paintwork (but a Gallic red, white and blue rather than the colors of the Italian flag — no, I've never been able to find out why), the result looked pretty ungainly, plus it was rather uncomfortable and tiring to ride. Nevertheless, 92 examples were sold around the world during the next decade, and these have themselves become collectors' items, even if Giovanni Magni admits it wasn't his family company's finest piece of work. "The problem was that we couldn't get access to the 750cc MV Agusta F4 engine that had finally reached production the year before," he says. "They were backed up for at least two years with orders, and there was no other 4-cylinder Italian engine to consider





The trio of open throttle bodies can just be seen under the tank (above), each covered with a protective intake grill.

using instead of that. But we could obtain the Suzuki motor, and while it's not the most beautiful engine to look at, it had excellent performance, and suited our needs. And our sales proved that it was the right decision!" Can't argue with the order book.

### Moving on

In 2013 Giovanni introduced a modern MV-engined Magni, with the 4-cylinder Storia, a classically restyled stock-framed Brutale 1090 that was unveiled at that year's Milan Show, and continues in production today. But although he's delivered 23 such bikes to date and has orders for more, Giovanni was criticized by some for merely offering a change of clothes with the Storia, since it didn't have a bespoke Magni frame, but instead used the production MV Brutale one — which actually handles very well! This



## MAGNI MV AGUSTA 750S TRIBUTO

**Engine:** 798cc liquid-cooled DOHC transverse inline 3-cylinder, 79mm x 54.3mm bore and stroke, 13.3:1 compression ratio, 125hp @ 11,600rpm (at crankshaft)

**Fueling:** Eldor electronic fuel injection and engine management system with three 50mm Mikuni throttle bodies and single injector per cylinder

**Transmission:** 6-speed, chain final drive

**Electrics:** 12v, electronic ignition

**Frame/wheelbase:** Chrome-moly tubular steel open-cradle space frame/55.9in (1,420mm)

**Suspension:** Fully adjustable 43mm ORAM telescopic fork front, dual ORAM fully adjustable shocks rear

**Brakes:** Dual 12.6in (320mm) Brembo discs with 4-piston Brembo calipers front, single 9in (230mm) Brembo disc with 2-piston Brembo caliper rear

**Tires:** 110/80 x 18in front, 160/60 x 18in rear

**Weight:** 374lb (170kg)

**Seat height:** 32.3in (820mm)

**Price:** TBA

**Manufacturer:** Moto Magni, Samarate, Italy, [www.magni.it](http://www.magni.it)



was a source of serious irritation for Giovanni, so he and his brother Carlo decided to make a street-legal 3-cylinder retro bike using the 800 Brutale F3 motor in a purpose-built period-style Magni frame. The result debuted late in

2014 as the fully faired Magni Filo Rosso — Italian for “red line,” as in taking it to the limit — an exquisitely designed, superbly executed and classically striking street-legal 3-cylinder racer-with-lights looking for all the world







like the 500cc triple GP racer that MV's 15-time World Champion Giacomo Agostini took to seven successive 500GP World titles from 1966-1972. Twenty-one examples of the Filo Rosso have been completed so far, all created to order in the Magni factory.

But now Giovanni Magni has completed the circle with a modern tribute to MV Agusta's iconic 750S street bike — but this time powered by an MV Agusta engine. The result is the Magni MV Tributo 750S, and it was unveiled at the last EICMA Milan Show in November 2018.

He already has five orders since launching the bike at Milan, and construction of the first of these is well underway. But before its Show debut, I was allowed to be the first person to ride the prototype Tributo show bike — including Giovanni himself, beyond a 1-mile ride up and down the road outside the Magni factory to make sure the gearbox and brakes all worked, before bringing it to Pirelli's Vizzola test track for yours truly to sample in action, as it isn't street legal (more on that later).

This clever creation uses an unmodified liquid-cooled Brutale 800 3-cylinder engine, wrapped in a TIG-welded Magni open cradle chrome-moly tubular steel frame using the engine as a fully stressed component, with outstandingly refined period styling that's right on the money. It comes complete with a box-section twin-shock swing-arm and 18-inch wire wheels made by JoNich in Milan, with sturdy but lightweight aluminum spokes and rims. Both



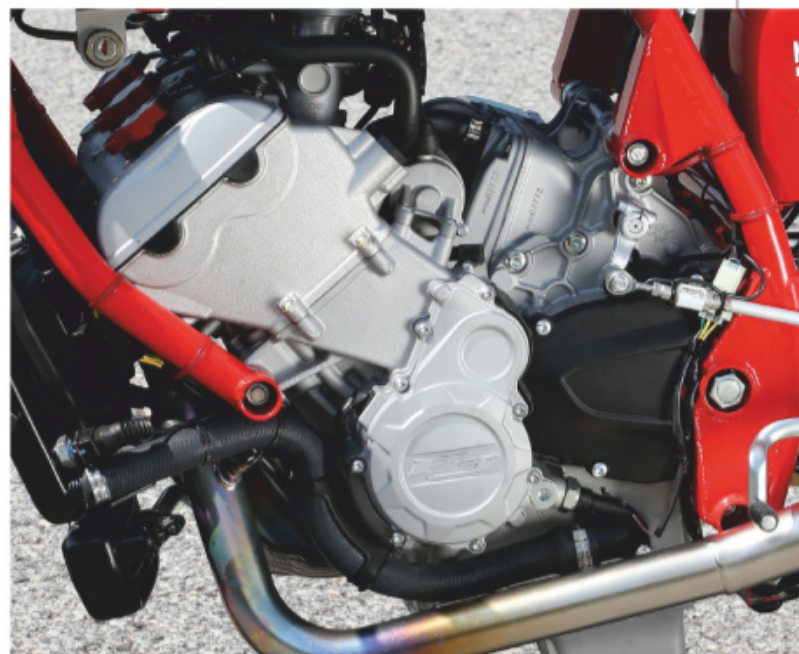
are specially designed to take tubeless tires. The conventional 43mm fork and twin rear shocks all look very classic, but are fully adjustable high-spec hardware made by ORAM, a high-quality suspension manufacturer that's recently begun making period-looking motorcycle components. The shocks are individually adjustable for both compression and rebound damping, as well as preload. Axially mounted 4-piston non-Monobloc Brembo calipers grip the twin 12.6-inch floating front discs, giving hefty braking response with a 8.7-inch rear to arrest a bike weighing just 374 pounds dry, split 49/51 percent for a slight rearward bias.

The result is a breathtakingly beautiful tribute to MV Agusta's Classic heritage, which thanks to a longer 55.9-inch wheelbase is slightly more spacious than Magni's previous such iteration, the Filo Rosso, which measured just 53.9 inches. The Tributo uses exactly the same completely stock ultra-compact 798cc F3 engine, which is painted silver. Whereas the Filo Rosso carried a fairing, the 3-cylinder Tributo apes the 4-cylinder 750S in being naked, and the result is that even if it's slightly longer than the Filo Rosso, it seems even more diminutive — small, but perfectly formed.

However, there's quite enough space to allow a 5-foot-10-inch-tall rider to feel comfortable on the Tributo, which is one of those bikes you just slip aboard to discover a riding stance that's sporty

However, there's quite enough space to allow a 5-foot-10-inch-tall rider to feel comfortable on the Tributo, which is one of those bikes you just slip aboard to discover a riding stance that's sporty





The compact 798cc inline-triple engine from the modern MV Agusta F3 uses a high 13:1 compression ratio, which means it's happiest above 4,000rpm.

but welcoming. It's so perfectly proportioned that until you sit aboard it you've no idea it's so relatively tiny — low, but not too short, it's perfectly packaged. The footrests don't feel as high-set as on the Filo Rosso, though the clip-on Discacciati handlebars are quite steeply raked, and carry very '70s-looking dark red Ariete rubber grips complete with a ridge along the right-hand one to make it easier to keep the light-action throttle fully wound open, just like my brand-new Ducati V-twin had back in 1974!

Riding the Magni MV in just-completed prototype form meant there was only a Scitsu tachometer fitted, mounted forward of the upper triple clamp milled from solid Ergal alloy, and behind the large 190mm-diameter round headlamp. Customer versions will carry the original MV Brutale dashboard linked to the Eldor EM2.0 ECU incorporating the Mikuni RBW/ride-by-wire throttle package. This has a choice of four riding modes — Sport, Normal/Touring and Rain, plus one Custom setting with increased options, and eight levels of switchable traction control, all to be

accessible via the control pod on the Tributo's right handlebar. Add in the full range of setup choices delivered by the ORAM suspension, and the new Magni is very much a modern motorcycle dressed in period clothing.

It's also one of those bikes that's simply intuitive to ride — without being at all nervous despite its quite sporting steering geometry, with the ORAM

“Despite its period looks, the Tributo's scintillating performance is from another era — today.”

fork set at a 25-degree rake, with just 85mm of trail via a 60mm offset on the machined-from-solid triple clamps. The Magni MV feels light and flickable, and goes exactly where you point it. Thanks partly to the skinny 18-inch rubber it feels nimble and agile, while rock solid on fast fourth- and fifth-gear sweepers. It made mincemeat of even the tightest infield turns, where the wide spread of torque peaking with 62ft/lb available at

8,600rpm entices you to save on gearshifts in driving hard and strong out of a low speed corner.

But you must keep the MV engine revving above 4,000rpm for any meaningful drive, though the high 13.3:1 compression ratio will help give you a jump out of a bend, allowing you to surf the waves of torque as the addictive intake roar from the trio of open 50mm Mikuni

throttle bodies now deprived of their airbox — but each covered with a protective intake grille — competes with the great-sounding free-flowing non-catalyst triple-pipe exhaust's haunting howl to deliver the evocative sound of mechanical music. Why is it that 3-cylinder bikes sound so much better than anything else on two wheels, even if silenced to meet Euro 4 requirements, which is however very much not the case here? “We sell all our bikes on the understanding that they're not homologated for road use,” Giovanni Magni says. “It's up to the customer to register it in his or her own country if they want to ride it on the street, otherwise they must use it only as a track day bike.” The reason the Tributo isn't



# THE DREAM CAR MUSEUM IS **CLOSING**

## ALL MOTORCYCLES MUST **GO!**



**CALL KEN 270-957-6097 OR EDDIE 812-430-0368**  
**[www.DreamCarMuseum.com](http://www.DreamCarMuseum.com)**



“Retro bikes don’t come any better than this.”

homologated for the street is simply one of cost, plus the time needed to add ABS, sanitize the exhaust system via a catalyst, and figure out a way of wrapping the throttle bodies in some kind of airbox without destroying the bike’s allure.

Despite its period looks recalling the MV 750S, the Tributo’s scintillating performance is from another era — today. The F3 800 engine delivers 125

horsepower at 11,600rpm at the crankshaft, and combined with the Tributo’s low weight of 374 pounds dry with all street equipment, results in addictive acceleration from low down. Fire up the motor and it settles to a fast 1,800rpm idle, but once you cross the 4,000rpm threshold and achieve serious forward motion, from there until the 13,000rpm rev limiter there’s just a luscious flow of linear power which

is simply — sorry, that word again: addictive. The performance is almost unexpectedly good because you’re half seduced into thinking the Tributo will behave like the old-timer it appears to be. Not a bit of it — this is a real world ride whose appetite for revs delivers modern Supersport-style poke, and the harder you rev it the more power there is for you to avail yourself of.

Considering the bike I rode was effectively brand-new, Giovanni Magni had done a great job of dialing in the ORAM suspension just right, so that at both ends it was very compliant and induced heaps of confidence. I could use serious turn speed without worrying about front end grip, especially thanks to those great Metzeler Racetec race-spec tires, and the way the Tributo shook off the effects of a series of bumps into one second-gear turn was really impressive. There was minimal front end dive under the super effective braking from high speed delivered by the Brembo stoppers, yet I could feel the front fork absorbing the bumps without any chatter on the angle as I trail-braked into the apex. Nice. And the twin rear shocks laid the MV motor’s more than acceptable level of torque to the tarmac exiting a turn — again, everything felt super controllable, with no trace of a snatchy initial pickup. You’re discouraged from moving about the bike thanks to the comfortable riding position which molds your body to the bike, but that’s OK, because the way to ride a motorcycle like this is definitely not to try to hang off it and stick your knee on the ground. Instead, you must try to keep tucked in aboard it, and use the sharp steering geometry to flick the Tributo through tighter turns while you stay glued to the seat.

Retro bikes don’t come any better than this — unless it’s the equally impressive, and evocative, fully faired Magni Filo Rosso powered by the same engine, but with a different exhaust that delivers a subtly different tune. Your choice, should you be fortunate enough to have the resources to indulge in one of these classic era counterpoints to today’s leading-edge MV Agusta products. **MC**



The Magni MV Agusta 750S Tributo (foreground) with an original MV Agusta 750 Sport on the lift behind it.



Progressive Casualty Ins. Co. & affiliates. Annual premium for a basic liability policy not available in all states. Prices vary based on how you buy.

**A bad day on the road  
still beats a good one off it.**

Stay out there with basic liability insurance starting at \$75 a year. Add roadside assistance for less than \$1 a month.

***PROGRESSIVE***

1.800.PROGRESSIVE | PROGRESSIVE.COM

Dramatization. Always wear protective eyewear.



# SUPER FOUR







# 1973 Kawasaki Z-1

Story and photos by Dain Gingerelli

*Author's note: The following story has all the drama of a Shakespeare play, highlighting the near-fall, yet ultimate success of a landmark motorcycle, the push and pull struggle between two of the motorcycle industry's titans, the tragic death of a young man, and finally the recovery of an original 1973 Kawasaki Z-1 that registers only 9.8 miles on its odometer. This is the story of Z1E 00004. — DG*

No doubt, 1969 was a transitional, even pivotal, year for motorcycling. Foremost, two landmark models made their mark during that year when Honda crammed as many of its new CB750 Fours as its factory could produce into dealer showrooms, while Kawasaki crowded the drag strips of America with countless, and extremely potent, Mach III triples, aka The Rocket with a Sprocket.

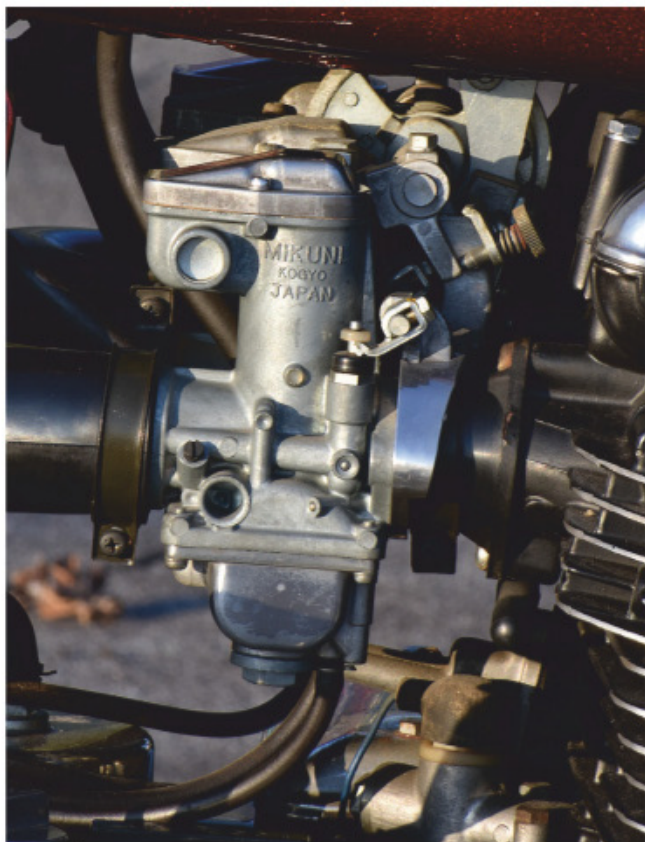
Kawasaki also used 1969 as a time to reconsider its intentions of a future model under development. That project, known within Kawasaki confines in late 1968 as N600, had come to an unexpected halt in October 1968 when Honda unveiled its CB750 Four at the Tokyo Motor Show. By chance Kawasaki had been developing a similar product — the N600 — that also happened to be powered by an inline 4-cylinder 750cc engine. News of Honda's groundbreaking 750 prompted Kawasaki to suspend the N600, using the timeout for a rethink; in the time-honored way of the samurai, it would be shameful to follow through with the N600 now. So after careful consideration Kawasaki majordomos did what any smart samurai warrior would do — they reached for a bigger sword.

## Beginnings of the Z-1

The new sword — the engine, if you will — displaced 903 cubic centimeters. The outcome of the realigned project, eventually completed in mid-1972, was the Z-1. And, as history has told us, the Z-1 proved to be another milestone motorcycle, this one in model-year 1973, and so the motorcycle community in 1969 would have to wait a few years for the Z-1. Even so, Kawasaki's future held promise when the 1960s, a swash-buckling decade if there ever was one, reached its just conclusion.

We'll return to the future in a minute, but first let's time travel back to 1969 for a peek-see at what course of action Kawasaki planners took to achieve their new 903cc engine. Rather than completely scrap the N600 project, Kawasaki elected to see just how





Four 28mm Mikuni VM carburetors feed the beast (above). The odometer shows 9.8 miles.

far they could stretch the prototype engine's displacement that would, in the process, upstage Honda's paltry three-quarter-liter engine. The tolerable limit turned out to be 903 cubic centimeters, so that's what they ran with, and N600 suddenly became T103. For the time being, anyway, because as development progressed, in-house memos eventually would identify the gestating product as 0030 and eventually 9057 when it reached pre-production prototype stage in early 1972. The



## 1973 KAWASAKI Z-1

**Engine:** 903cc air-cooled DOHC inline 4-cylinder, 66mm x 66mm bore and stroke, 8.5:1 compression ratio, 82hp @ 8,500rpm

**Top speed:** 120mph-plus (period tests)

**Carburetion:** Four 28mm Mikuni VM

**Transmission:** 5-speed, chain final drive

**Electrics:** 12v, coil and breaker points ignition

**Frame/wheelbase:** Dual downtube steel cradle frame/58.7in (1,491mm)

**Suspension:** Telescopic forks front, twin shock absorbers w/ adjustable preload rear

**Brakes:** 11.5in (292mm) disc brake front, 7.9in (200mm) drum rear

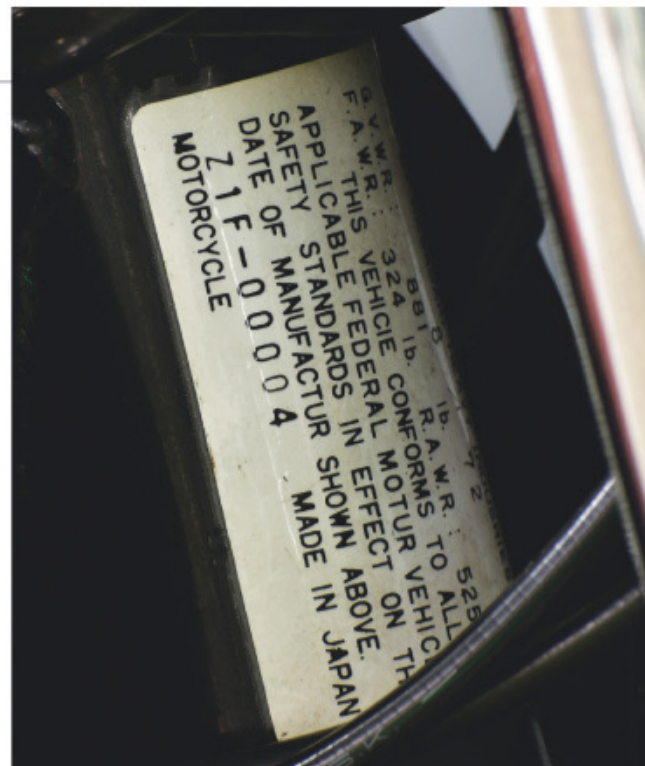
**Tires:** 3.25 x 19in front, 4 x 18in rear

**Weight:** 542lb (246kg)

**Seat height:** 31.5in (800mm)

**Fuel capacity/MPG:** 4.76gal (18ltr)

**Price then/now:** \$1,895/\$5,000-\$24,000



The steering head sticker reads Z1F-00004, and the engine Z1E 00004.

project also earned another unofficial moniker — New York Steak — but that's a story in itself (see sidebar).

Essentially, though, N600-cum-T103 had its origins when, in 1967, Kawasaki executives in Japan created what they termed their "market-in" strategy for American customers. Rather







than follow the Japanese time-honored method of building products that suited their domestic market and simply pass along those same models to American consumers, Kawasaki elected to talk directly with U.S. dealers to ask their opinions about customer preferences, and then plan their U.S. product line accordingly.

Kawasaki management rightfully concluded that U.S. dealers knew their clientele best. Product planners also turned to members of Kawasaki Heavy Industries' (KHI) newly formed U.S. distributor, Kawasaki Motor Corp. (KMC) that eventually settled in Santa Ana, California, for further input. (Currently headquarters are in Foothill Ranch, California.)

The combined research in 1968 revealed that Americans wanted a bike with a large-displacement 4-stroke engine. Mutterings of an engine using four inline cylinders were part of that final feedback, too. And so, sometime in 1968 a folder labeled "N600" found its way into the KHI product planner's file cabinet, and work began. Then came Black October 1968 (the debut of the CB750).

Shortly after the initial October shock, work continued as N600 begat T103. No target date was set, but KHI players agreed that the reconfigured bike should be on the market sooner, rather than later.

KHI's market-in strategy

also led to KMC hiring Bryon Farnsworth — at the time *Cycle* magazine's West Coast Editor — in 1971 to serve as an in-house liaison between Japan and the U.S. for T103. By October of that year two other members from KMC, Randy Hall serving as manager for the U.S. road race team and Jim Corpe from Technical Services Department, were sent to Japan to ride and give their impressions of the project's running prototypes.

As Hall wrote in his new book *Lean, Mean and Lime Green! Volume 1*, he and Corpe were requested by Sadaichi "Sid" Saito, engineering coordinator between KHI and KMC, to ride the bikes and then report their findings directly to Misoa "Lyndon" Yurikusa, who oversaw testing and racing development at KHI. As Hall stated in his book, "Jim and I rode the pre-production Z-1 motorcycles on city streets, over mountain roads

on Mount Morioka and at Yatabe (Japanese motor industry test track). Yatabe is a 3.6-mile-long four-lane-wide oval layout test track with long straights, and bowl-shaped banked corners reminiscent of the old Monza racetrack in Italy."

According to Hall, during one lap his test bike's speedometer registered 139mph. "And even with an optimistic speedometer," Hall concluded, "this was unbelievably fast for a production road-going motorcycle at that time."



The exhaust is perfect, and the bike wears its original tires.





"Terribly fast." That's the kind of praise the Z-1 drew upon its debut in 1973, with some 82 horsepower provided by the 903cc engine.

## In the metal

By late spring 1972 the project was near completion, and the Akashi plant was set to build a handful of bikes, now officially designated the Z-1. (According to sources, the Z designation was in honor of the original Meguro Z97, a bike produced in the late 1930s by the company that eventually became Kawasaki Motors). These were among a batch to be reserved for a very special press preview limited to four American motorcycle magazine editors, Ivan Wagar, Cook Neilson, Bob Braverman and Bob Greene, from the leading motorcycle publications at the time — *Cycle World*, *Cycle*, *Cycle Guide* and *Motorcyclist* respectively. The Z-1 reveal took place in Japan, and by the end of their five-day press junket the editors returned home rather impressed with what they saw.

Wagar extolled the new engine's virtues at various points in his October 1972 report for *Cycle World*, citing very mild cam timing. "So modest are the timing figures," Wagar wrote, "I predict very shortly there will be a horde of aftermarket hop-up cams available for this machine." His words were an understatement about the future tsunami of aftermarket cam sup-

pliers. He also acknowledged the Z-1's low 8.5:1 compression ratio such that KHI testers "found that the very worst grade of gasoline available would not produce pinging." His observations reveal just how much Kawasaki under-engineered the engine, yet it was capable of powering the bike to speeds in excess of 130mph.

*Cycle Guide*'s Braverman praised the engine, too, in his October 1972 report: "The new 900 Kawasaki is far smoother than we thought it would be."

Perhaps *Cycle* magazine summed it up best in its Superbike Shootout for the December 1972 issue. Summarizing the Z-1 (which finished a close second to Kawasaki's other super legend, the 2-stroke triple 750cc Mach IV), *Cycle* stated: "The rangy Z1, the same motorcycle we tested in the November issue, offers performance a whisker away from that of the Mach IV with none of its sibling's drawbacks. It's quiet, pleasant, easy to deal with, consistent, and terribly fast." [Note: *Cycle* wrote "Z1" without the hyphen in the middle. The "Z1" designation is used in another magazine quote later in this article. 1973 Kawasaki literature and ads show "Z-1," not "Z1," but

## Let them eat Steak!

Corporate spying has always played a mischievous role in the industrialized world. Companies do whatever they can to maintain a sales edge over competitors, prompting the use of code names to help conceal various prototypes and secret future products from outsiders.

Beyond the Z-1's early N600 and subsequent code names, the Z-1 project also carried the unofficial in-house moniker "New York Steak." There are several explanations about how that came to be, but two related stories seem to share the most credence. One interpretation by Yoji Hamawaki, former president of KMC, credits Americans' appetite (literally) for a good New York steak. Mr. Hamawaki told Marc Cook, editor of *Motorcyclist* magazine at the time, that the New York Steak name reflected the Z-1's placement in

Kawasaki's model lineup. As Marc Cook quoted Mr. Hamawaki in the publication's December 2012 issue, "We knew that in America the best meal on the menu was the New York steak. In our minds, the Z1 was going to be the best motorcycle we could make, the top of the menu." So soon enough many of N600's key players referred to their project as New York Steak. The name stuck.

Sam Tanegashima, project leader for the Z-1, offered additional insight: In 1968 he conducted an extensive and rather exhaustive trip to about 30 Kawasaki dealers in America to learn what kind of big-bore engine U.S. riders preferred. He also asked the leading motorcycle magazine editors the same relative question, and the majority agreed that Yanks wanted a 500cc 4-stroke single for off-road purposes, a

conclusion likely enhanced by the growing popularity of dual-sport motorcycles at the time.

When Mr. Tanegashima reported his findings to Mr. Hamawaki and two American KMC employees, Alan Masek (KMC's general manager) and Dave Graves (vice president of sales), the three were slightly taken aback. All had figured that Mr. Tanegashima's findings would cite a desire for an inline 4-cylinder, 4-stroke engine. But as Tanegashima related years later, Hamawaki replied that a 500 single was "lobster" compared to that of a 750cc inline four — New York steak. "Lobster is good, but steak is better," Hamawaki had replied, and from that point on when project personnel referenced the new multi-cylinder engine, they often used the words New York Steak to do so. — *Dain Gingerelli*



Z-1 No. 00004 was originally presented to KMC Midwest distributor executive Dave Meheney as a promotional tool.

subsequent documents sometimes show Z1. Magazine reports/road tests from the era show differing styles, too. — DG]

### On track

Terribly fast. Two words that practically every motorcyclist loves to hear. And the “terribly fast” Z-1 was on its way to the shores of America. By the end of 1973 several thousand examples of the “terribly fast” Superbike could be found on the streets, highways and byways of America. Like 1969, 1973 proved to be a pivotal year for motorcycling. The year even included a race win by Canadian ace road racer Yvon Duhamel aboard a Yoshimura-prepped Z-1 in what amounts to the first-ever Superbike race. Duhamel’s win was part of a support feature event for the 1973 AMA National Road Race at Laguna Seca, officially designated the Kawasaki Superbike International. The race that Duhamel won, with teammate Steve McLaughlin finishing second, was termed the Open Production Race, but promoters Trippe-Cox and Associates changed the name to the Superbike Race the following year, and by 1976 the AMA officially adopted the name Superbike for its national series. Today the name Superbike is as generic among the motorcycle community as the words “horsepower” or “speed.”

Clearly, and even in its stock configuration, Kawasaki’s Z-1 was a Superbike for the times. Period magazine tests posted quarter-mile figures of low 12-second ETs, with terminal speeds at or above 110mph. To further make a point, *Cycle World* featured a Yoshimura-modified street-going Z-1 that zipped through the quarter-mile Armco gauntlet with a staggering 11.40-second ET at 116.88mph. KMC even prepped two standard-issue Z-1s for an assault on the 24-hour world speed/endurance record at Daytona International Speedway in March 1973. When the timers stopped the clock 24 hours later one bike had covered 2,631.402 miles, averaging 109.641mph — a new world record. Another Yoshimura-modified bike ridden by Duhamel set a closed-course speed of 160.214mph, along with several other speed records. In all, the new Z-1 accounted for 46 world and national records that week.

### On the street

But for the most part, the thousands of Z-1s sold in 1973 were ridden on the street by ordinary people who just happened to like terribly fast motorcycles. Precisely how many Z-1s were built that year remains a matter of what numbers you want to believe, but one thing is for certain: The bike featured here, Z1E 00004, is one of a very small and elite number that have never been licensed for the street. According to various sources, 00004 was initially presented to KMC Midwest distributor executive Dave Meheney for use as a promotional tool for his sales region. One way or another, the bike, still resting quietly and safely in its crate, wound up at World of Cycles’ Vista Kawasaki (owned by Jack Brooks and Terry Bolling) in Louisville, Kentucky. The bike’s status remained undisturbed until 1979 when one of the shop’s employees, a young man named Robert Bone, realized the significance





“Most of the miles showing on the odometer are simply ‘push miles.’”

of the landmark model and begged to buy it, still in its crate. With the help of his mother co-signing for the loan, young Bone promptly stored the crated bike in his family's garage. Tragically, a couple of years later he lost his life in a truck accident, but in memory of their son the Bone family kept the bike for several more years until Bone's mother contacted KMC executive Bob Moffit to see if the California-based company would be interested in acquiring Z1E 00004 for the company's archival use. Moffit realized the importance of this early model and made arrangements to purchase the bike, and with the blessing of KMC's president, Misao “Lyndon” Yurikusa (who also was one of the key players in the Z-1's genesis), 00004 found its way back to the distributorship's headquarters where it's now enshrined at KMC's Heritage Hall Museum in Foothill Ranch, California.

Norm Bigelow, a retired KMC employee who currently serves as the museum's curator, recalls spotting 00004 tucked away in a storage room at KMC's Irvine building prior to Kawasaki's 40th anniversary dealer show. The bike still had much of its original dust on it, so rather than spend time cleaning the bike, Norm borrowed a friend's immaculate Z-1 to display at

the show. A short time later Mitch Boehm, editor for *Motorcyclist Retro*, asked to borrow 00004 for a feature in the magazine. Out popped Norm's cleaning utensils and off came the bike's dust, some of it dating back to 1973. The bike received its just reward, appearing on the cover of the Fall 2008 issue.

As Norm recalls, “It [00004] had what amounted to inspection mileage on it from the factory, but most of the miles showing on the odometer are simply ‘push miles’ from rolling the bike at shows and such.”

At the time of our photo session, the odometer displayed less than 10 miles. The length of the KMC parking lot that we rolled the bike across to get to our desired location prompted the odometer numbers to flip some more, but not beyond 10 miles. As of our photo session in December 2018 the odometer read precisely 9.8 miles.

Regardless of what mileage shows on the odometer, the fact remains, Norm and I never fired the engine up during our photo session, thus helping preserve that part of motorcycling history for generations to come. 00004's integrity remains intact. As does the Z-1's legacy itself. Truly a terribly fast and remarkable motorcycle for its time, and for all time. **MC**





# YOUR **TRUSTED** ONE-STOP SOURCE FOR **PARTS** **AND** **ACCESSORIES**

DELIVERED TO YOUR DOOR FOR **50 YEARS** AND COUNTING

50 YEARS

**DK DENNIS KIRK**  
WE SHIP TODAY

## HUGE INVENTORY



## HUGE TIRE SELECTION



OUTSTANDING  
CUSTOMER SERVICE

**BIZRATE**  
SCORE OF  
9.4 OUT OF 10

RISK-FREE  
SHOPPING

FREE RETURNS  
ON HELMETS  
& APPAREL

**FREE  
SHIPPING**

ON ORDERS  
OVER \$89 TO THE  
LOWER 48 STATES

**SAME DAY  
SHIPPING**

ON ORDERS  
PLACED BEFORE  
8PM CST



NEED A PLACE TO SHOW OFF YOUR BIKE?



**GARAGE BUILD**

BUILD IT  SHARE IT

**GARAGEBUILD.COM**

SUBMIT YOUR BUILD, RATE YOUR  
FAVORITES, ENTER TO WIN PRIZES

**denniskirk.com** • 800-970-3819  
M-F 7am-8pm CST SAT-SUN 7am-6pm CST



# THE WAY WE WEREN'T IN '73





# GPS? We didn't need no stinkin' GPS!

Story and photos by Dain Gingerelli

Now that I'm as old as my father was when I used to think that he was old, I'm even beginning to sound like my old man when he'd share sage advice with me. Moreover, now that I'm on the dole, so to speak, recouping some of my investments, so to speak, via monthly Social Security checks, I find myself perpetuating a tradition that probably has its origins when Adam told Cain to quit picking on his brother Abel.

So what do I have to say to young motorcyclists today? To paraphrase my old man: "Things were a lot different when I was your age." That's not an exaggeration, either, and Cain, put down that knife, you might hurt somebody.

I was recently reminded of how things have changed over the years for us bike people while sifting through my photo archives. Among the dog-eared manila envelopes were some long-lost black-and-white negatives of a motorcycle trip I took back in July 1973 aboard Kawasaki's new Z-1. This was among the first touring trips taken by anyone on the Z-1, making it somewhat of a milestone adventure. (A group of Kawasaki test riders had taken some pre-production prototypes on a cross-country shakedown run prior to unveiling the bike in mid-1973.)

I chronicled my epic ride using my trusty Canon FTb

I confidently survey the Bixby Creek Bridge on Highway One. This landmark was featured in the opening sequence to the 1970 television series *Then Came Bronson*.





A stop in Gorda, Calif. The Z-1 (middle) is flanked by a Honda CB450 (left) and a CB750, ridden by friends.

camera, shooting Tri-X 35mm film to document places that the Kaw and I had been. We didn't have digital cameras in those days, and in fact, the word "digital" was rather foreign to young bucks like me; occasionally old men used digital in conversation, most commonly as: "Well, sonny, I had my 50th birthday physical today and the doc gave me a digital rectal exam. The ol' prostate got a thumbs up, it did." But as a 24-year-old with other matters on my mind I just couldn't put my finger on what they were talking about.

But back in '73 I was a hot-shot motorcycle magazine editor in the thick of motorcycling, so I had my finger on the pulse of the industry, and I can tell you that our touring gear didn't compare to what we have today. We didn't have the fancy multi-compartment tail and tank bags, high output audio systems, flashy waterproof riding gear and flow-through ventilated jackets and helmets that we (young and old riders alike) enjoy today. No GPS, either. We used folding paper road maps that the gasoline companies handed out free to find our way to becoming lost over the horizon, and even the

nomenclature for bikes was different back then. Sport touring bikes, adventure tourers, track-day bikes and naked bikes had yet to be developed; they were as distant to us as the words internet, Facebook and reality television.

My Z-1 tour actually had its origins two years before Kawasaki launched its landmark model. It began June 1971, to be precise. That's when, fresh out of college, I hired on as *Hot Bike* magazine's tech editor. The publisher worked our small staff like rented mules, and within two years I had been promoted (?) to the editor's desk at *Hot Bike*'s sister publication, *Street Chopper*. That meant even more work for me; I was in need of a vacation, so I borrowed one of the new 4-cylinder 900s from Kawasaki's press pool to ride north to watch the second annual Laguna Seca National road race. Dark and early Friday morning I met my friend Tyson and his girlfriend (and now wife) Kathy and another couple for the ride to Monterey, California. Tyson and his friend rode Honda 750s, so they were naturally curious about the Z-1. I gave them a few minutes to examine the bike before we saddled up.

Packing for rides was easy back then. I simply rolled a spare pair of jeans and some T-shirts into my sleeping bag, stuffed that into an old raincoat to help keep it dry if I encountered rain, and then strapped the lot onto the rear seat. The gaggle of bungee cords looked like spaghetti, but it worked. I strapped my camera bag directly behind me, so it doubled as a backrest. To help protect my camera from dishonest Charlies' sticky fingers when I stopped for food and such during the day I strategically placed my skivvies and socks inside the bag directly over the coveted camera gear. We lacked sophisticated anti-theft devices back in the day, so I figured if somebody really wanted to steal my camera gear, they'd have to deal with my BVDs first. The camera was never stolen from the



Another view of the rocks along the Pacific Coast Highway.



Birds on the rocks lining the water, seen from a stop on California State Route 1, better known as the Pacific Coast Highway.



bike, so who's to say that my anti-theft tactics didn't work?

Our pilgrimage to Laguna Seca followed the sacred path of Highway One north, a road I had traversed several times before on my 1970 Honda CB350 and later my 1963 Porsche 356B, so I was rather familiar with its curves. I wish I could report that I rode the Z-1 at a sedate and friendly speed, but I can't, and I dispatched more than a few bikes during the ride. Among them were a small pack of riders on /5 BMWs that had been given the café racer treatment, several Honda 750s and Kawasaki Mach III super-wobblers, and a Norton Commando, which surprised me. No doubt the only roll that bloke was packing was a money roll.

Regardless of the other riders' skill levels, the Z-1 impressed me at how nimble it was for such a big bike. If I maintained a steady cornering speed I could use the bike's superior acceleration after standing it up on the exit to pass the bike in front of me. Even so, I managed to scrape quite a bit of the Z-1's hardware through the turns that morning.

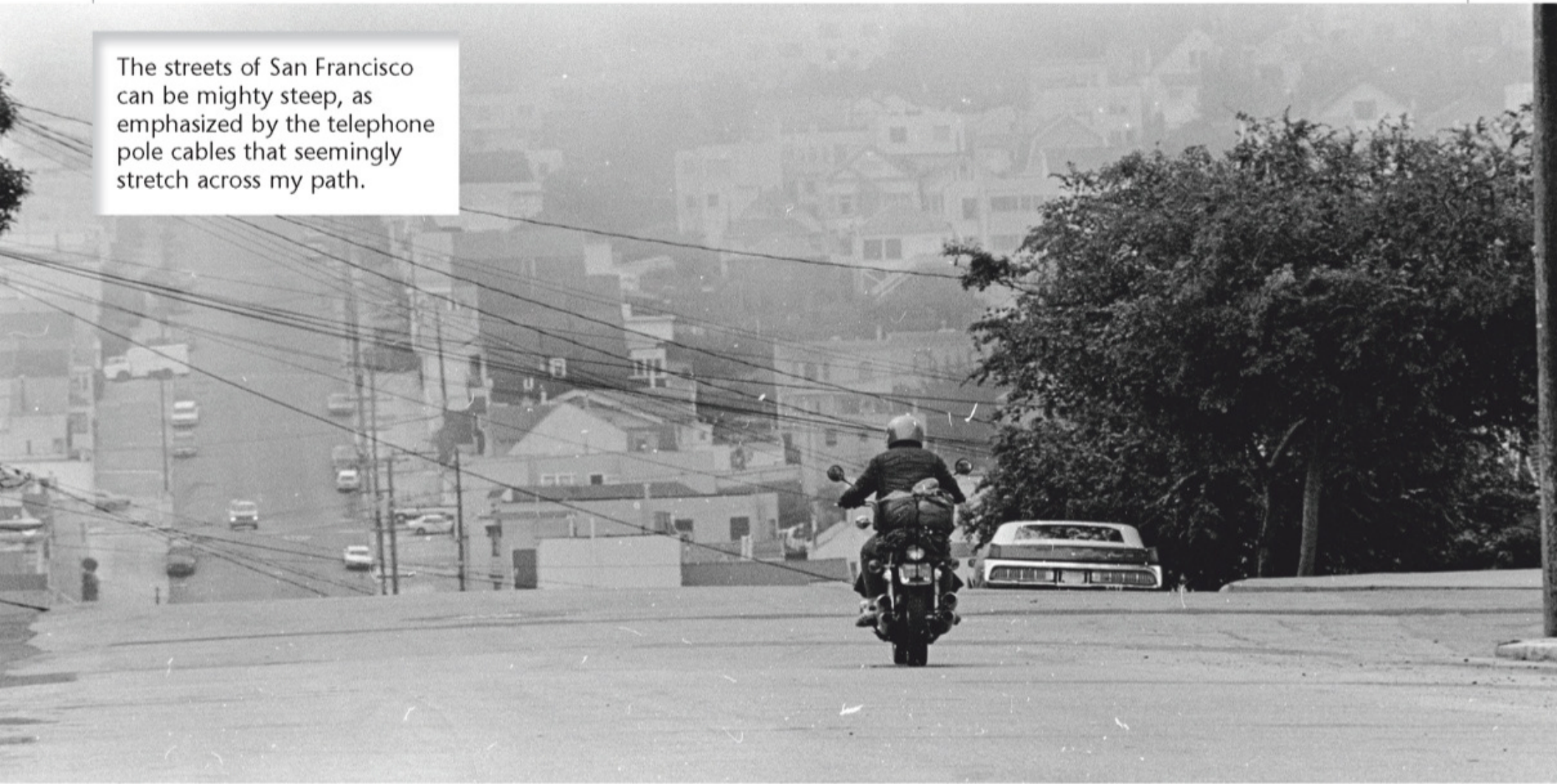
Years later, while researching a story about early Superbike racing, I interviewed two-time champion Wes Cooley, who began his career riding Yoshimura-Kawasakis. Wes told me: "You come into the turn, square the corner, then accelerate out — hard." And should you miss the turn's apex on the big and fast Z-1? Simple: "You make up for it just by gassing it," Cooley explained coolly. Those early inline fours were that powerful when compared to the BMW and Ducati twins that also populated the AMA grids.

So I continued gassing the Z-1's powerful engine out of

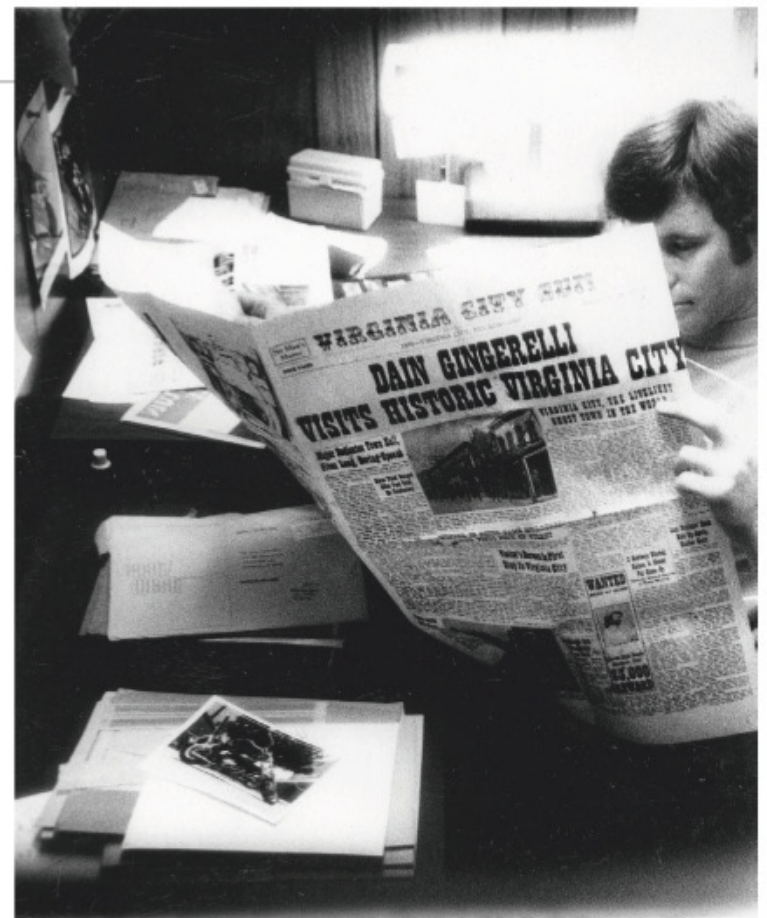
Highway One's many turns until we arrived at the track before lunch, in time to watch a Pops Yoshimura-prepared Kawasaki Z-1 win the Superbike Production (forerunner to today's Superbike class). We observed most of the racing from the hill overlooking what was Turn 7 (now Rainey's Corner, Turn 9) while we basked under the soft sunshine. Pops' rider was Yvon Duhamel, who was pops to a future road racing legend, Miguel Duhamel.

There were no camping facilities at the track in 1973, but the management reserved the infield for tents and such for campers. Tyson and his posse pitched camp there, but I met some of my friends from the AFM (American Federation of Motorcyclists) on Laureles Grade Road just outside the track, and while we discussed where in the heck we were going to make camp for the night, my friend Fred Walti, who was perhaps the fastest of the bunch on a racetrack, asked to ride the Z-1. (Fast Fred was the person who gave me my "Daingerous Dain" moniker, but that's a story for another time.) The ride was Fred's first experience on the new bike, and within a year he was racing a Z-1 prepared by Ron Scrima in the Superbike Production class. They competed under the Exhibition Engineering banner, and as I recall they enjoyed a

The streets of San Francisco can be mighty steep, as emphasized by the telephone pole cables that seemingly stretch across my path.







A stop for a photo at Donner Pass in the Sierra Nevada mountains (above left). Making the news in Virginia City, Nev.

podium finish or two, but no wins.

After Gary Nixon won the main event on Sunday, I rode solo to San Francisco where I'd bunk at an old college buddy's apartment, but before I even made it out of the racetrack's congested parking lot a guy and his girlfriend on a Honda 750 pulled me aside for a closer look at the new Kawasaki. She was a rather cute blonde, so I didn't mind, and soon enough they invited me to dinner at their apartment that was somewhere near Hollister. After dinner I carried on to Ian's place in San Francisco, and the next morning he snapped a few riding shots of me in the city before I headed east on Interstate 80 to visit the famous Harrah's Auto Collection near Reno, Nevada.

The ride was tediously boring until the multi-lane interstate began its climb into the Sierra Nevada Mountains. Long

sweepers suited the big Z-1, and again the engine's power kept me ahead of any traffic. I stopped for a photo op at Donner Pass, and curiously at about that same time hunger pangs gripped me. Later I ate at a roadside joint that's probably no longer there, saw way more cars than I cared to see in the Harrah's collection, and rode back up the mountain to Lake Tahoe where I snuck into a closed campground for the night. I made a mattress of pine needles, crawled into my sleeping bag and gazed at the stars overhead. Moments like that help you appreciate who our Creator is, and soon enough I was out like a light.

I've always been a fan of the Old West, so a visit to Virginia City was next on my mini bucket list. The Cartwright family's old haunt in the television show *Bonanza* turned out to be a



A building on the outskirts of Virginia City shows what the area looked like before becoming a full-blown tourist spot.





Looking south down C Street, the main drag through bustling Virginia City, which was quite the tourist attraction in its day.

major tourist attraction, and no doubt Ben, Adam (no relation to Adam the First), Hoss and Little Joe would be disappointed, as was I so I didn't stay long, hitting the road south, taking Highway 395 home. The ride from Carson City, Nevada, to Mammoth Lakes, California, included some interesting curves, allowing me to swoop left and right aboard the big 545-pound bike. Seven years later I'd take this same route home aboard a 1980 Suzuki GS1100E, when I missed hitting a coyote by inches that had sprinted in front of me just north of Bridgeport, California.

By now I was adjusting the big Kawasaki's drive chain every day. O-ring chain technology was still in its infancy in 1973, and despite the 640 chain's massive links, the 4-cylinder engine continued to stretch it after only three or four hundred miles of riding. The routine was to adjust the chain and lubricate it at the end of each day, and that's what I did in the motel parking lot in Bishop when I noticed a peculiar odor. I passed it off as something from the locals, but the next morning it returned after the Z-1's engine reached operating temperature. Was it a cracked battery? Eager to get home, I didn't stop to investigate, and charged out of Bishop. Ah, the folly of youth.

About 10 miles out of town I heard a loud pop, almost like an explosion, and the exhaust noise grew more intense. This happened three more times, and it was on the second pop that I stopped to examine the pipes. The baffles had blown out of two muf-

flers, and within a few more miles all four pipes were breathing freely. The baffles' spot welds had come loose.

Let me sidebar here for a moment: Initially I figured the welds were simply inferior and that Kawasaki engineers would improve their production procedure — end of story. For years I lived with that scenario, but only when I began writing this article did I conclude on another possible reason, one that could have involved some engine tampering by someone at Kawasaki.

Back in the 1970s, Kawasaki contracted a guy named Jack Murphy to prep some of the bikes that were loaned to the magazines for road tests. I knew Jack personally, and I visited him a few times at his home in Azusa where he'd

show me modified 2-stroke cylinders (Mach III and IV) that he tinkered with; a hot-shot drag racer named Tony Nicosia campaigned Jack's triples and set some blistering times in the process.

I was road racing 2-stroke bikes back in those days and Jack knew I was interested in this kind of stuff. He was one gifted engine builder and tuner, and there had been suspicions among people in the industry that some of the parts that he put back into the road-test bikes' engines were — shall we say — suspect. Looking back now, I wonder if ol' Jack didn't just tamper with those little ol' baffles, and his welds couldn't hold up to the beating that ol' Daingerous Dain gave the bike. Then as now, I can only surmise that to be the case because I left the evidence sprinkled up and down



Piper's Opera House in Virginia City. The current building was constructed in 1885, after the prior structure burned down.





Not quite home, but at the end of the ride just outside the hamburger stand in Kramer Junction, Calif.

perhaps? Didn't matter, I was committed because, other than a bunch of lazy desert tortoises, scraggy sage brush and sun-bleached rocks, there was only two-lane blacktop between Kramer Junction and me.

Onward I rode, managing only about 55mph indicating on the speedometer. I wondered if the bike would make it. As I crested the final hill overlooking Kramer Junction the engine quit firing altogether, and I coasted down as far as that big bike would roll under the power of gravity. I ended up pushing that big Kaw about a mile or so to the finish, where I parked it in front of the hamburger stand along the road. I called the guys at the office in Orange County (no cellphones back then, either, but I did have a telephone credit card that circumvented the need for a pocketful of coins) and one of them hopped in the company van

to retrieve me.

I didn't officially finish the lap around California, but those few days probably answered several questions about the Z-1's reliability for Kawasaki's engineers. No doubt, they focused on the bike's electrical system, and maybe the battery box. And chances are they taught ol' Jack a thing or two about how to make better and stronger spot welds to mufflers. **MC**

Highway 395. Like I stated in the beginning, things were different back in my day.

And so, with the Kaw making a thunderous noise across the hot Mojave Desert, I forged onward, the exhaust sounding more like that of Yvon Duhamel's winning bike than a stocker. Then the exhaust noise got quieter. In fact, it got half quieter because the engine quit running on two cylinders. Faulty coils,



# Counteract

## Motorcycle Balancing

*Electrostatic Balancing Beads  
Eliminate Wheel Weights  
Lifetime Tire Balance*

[www.bikebeads.com](http://www.bikebeads.com)  
1-800-572-8952



# Cleaner than with S100®?

Bike Photo: www.brunoratersperger.com



Cycle  
Care  
Products

How clean are you getting your bike? Great, the fenders and tank shine, but how about the hidden places you can't reach or even see? That's where dirt hides and that dirt traps moisture that can start a corrosion cycle. To get the entire job done right you need S100 Total Cycle Cleaner. It creeps into areas you can't reach and penetrates right through the toughest soils other cleaners can miss....so it protects your expensive investment. To get it cleaner you'd have to take it apart! No wonder it's been the favorite of famous bike makers themselves for over three decades! It's at better bike stores. Learn more at [www.s100.com](http://www.s100.com) or "like us" on Facebook.



## ... better take it apart!

Circle #10; see card pg 81

## VINTAGE BIKE SHOWS 2019



Visit  
[www.MotorcycleClassics.com/2019-Shows](http://www.MotorcycleClassics.com/2019-Shows)  
for updates!

Join *Motorcycle Classics*  
and our **sponsors** at  
this year's shows!

### AHRMA Vintage Racing

Heartland Motorsports Park, Topeka, Kansas  
June 28-30, 2019  
[www.ahrma.org](http://www.ahrma.org)

### Vintage Motofest

Featuring AHRMA Vintage Racing and Rockerbox  
Road America, Elkhart Lake, Wisconsin  
July 26-28, 2019  
[www.roadamerica.com](http://www.roadamerica.com)

### 14<sup>th</sup> Annual Bonneville Vintage GP

Utah Motorsports Campus, Tooele, Utah  
Labor Day weekend, Aug. 30-Sept. 1, 2019  
[www.bonnevillevintagegp.com](http://www.bonnevillevintagegp.com)

### 15<sup>th</sup> Annual Barber Vintage Festival

Featured Marque: Honda, spotlight on Fours  
Barber Motorsports Park, Birmingham, Alabama  
Oct. 4-6, 2019  
[www.barbermuseum.org](http://www.barbermuseum.org)



HAGERTY  
VINTAGE MOTORCYCLE INSURANCE

# Motorcycle CLASSICS





# CAT QUICK & TIGER TOUGH

1970 OSSA Pioneer





Story by Margie Siegal  
Photos by Nick Cedar

Most motorcycle stories don't start with racing a 1957 Chevy with a Corvette engine, but Jim Noel's story does. While going to school and racing his Chevy in his spare time, Jim bought a Triumph 650 to ride back and forth to school in Boston. He enjoyed riding it, and his girlfriend enjoyed going along for rides, too. But in 1970, "someone coaxed me into the woods," Jim says.

"Despite being the product of a small company, the Pioneer was quite advanced for its time."

Going offroad was an eye opener. Jim was immediately bit by the Offroad Bug, and has never really recovered. "I tried to follow an offroad bike with the Triumph. I realized I was out of my element." Jim went to a dealership and traded the Triumph for this 1970 Ossa Pioneer, which had no room for a passenger. "My girlfriend was upset — she liked going for rides." And though Jim bought the Ossa in New Hampshire, the story of how he got it, and how the bike, which is now west of the Rockies, got there, is a little convoluted.

### Ossa's beginnings

Ossa was part of the post-World War II resurgence in the European bike market. The company started out in 1924 by building movie projectors, of all things. Manuel Giro, the proprietor, became involved in motorcycle racing in the early 1930s, and started designing and building his own racing motorcycles. He later claimed that he sold a design for a 125cc to a Spanish factory, Montesa, who used it to start their own motorcycle line — which would later be a direct competitor to Ossa.

Spain suffered through its civil war and then World War II. After both conflicts ended, the Spanish people, like folks all over Europe, were trying to rebuild out of the rubble. Cheap transportation was desperately needed, and the solution chosen by many was a small motorcycle. The aeronautical engineers who had designed World War II's bombers and fighters were mostly out of work, and many took their expertise and knowledge of newly developed technology to the burgeoning motorcycle industry. Manuel decided to change his factory's output from projectors to 2-strokes. He and his engineers designed another 125cc two-wheeler, which would be produced by his own factory near Barcelona. The bikes that started rolling off the assembly line in 1949 were well designed and reliable, and thousands were sold.

By the 1960s, Manuel Giro had been joined by his son, Eduardo, who wanted to expand beyond Spain's borders. Eduardo advocated for an international race effort as being the best means to ensure export sales. The first factory race effort, at the 24 Hours of Barcelona in 1965, was a resounding success, and was quickly followed by podium finishes in other prestigious races.

About 1967, Ossa hired English offroad expert Mick Andrews to help design and ride their trials machinery. Riding for the factory, Andrews won both the 1971 and the 1972 European Trials Championship, and the grueling Scottish Six Days Trial in 1970, 1971 and 1972. Ossa started selling Mick Andrews Replicas in 1971.

The international racing wins worked as Eduardo Giro had hoped. An importer in the U.S. expressed interest in Ossa's offroad models. The newly imported Ossas proved as competitive in the U.S. as they had in Europe. In 1969, Dick Mann rode an Ossa to a flat track win at a Santa Fe Grand National short track event. The American International Six Days Trial team rode Ossas in the early Seventies, earning a silver vase trophy in 1973.

### From the beginning to the Pioneer

The first Ossas were 125cc 2-stroke street machines, followed by a popular 50cc moped. The first 150 appeared in 1958, with the sporting 175 GT in production in 1960, and the 175 Sport — the first US export model — in 1964. 1967 brought the Stiletto,





## 1970 OSSA 250 PIONEER

**Engine:** 244cc air-cooled 2-stroke single, 72mm x 60mm bore and stroke, 12:1 compression ratio, 21hp @ 7,800rpm

**Top speed:** 80mph (est.)

**Carburetion:** IRZ "DG" 29mm double needle carburetor

**Transmission:** 4-speed, chain final drive

**Electrics:** 6v, solid state ignition, magneto

**Frame/wheelbase:** Dual downtube steel cradle/54.5in (1,384mm)

**Suspension:** Telesco telescopic fork front, swingarm with Betor dual shocks rear

**Brakes:** 6.2in (158mm) SLS drum front and rear

**Tires:** 3 x 21in front, 4 x 18in rear

**Weight (dry):** 242lb (110kg)

**Seat height:** 31in (787.4mm)

**Fuel capacity:** 3gal (11.3ltr)

**Price then/now:** \$1,024/\$1,500-\$5,000



the Sport, the Plonker (a trials machine designed by Andrews), and the Enduro models, all 230cc. Capacity of the export models was bumped up to 250cc in 1969, when the first Pioneer models appeared.

The Pioneer, which came in 175cc and 250cc models, was intended for enduro competition, then (and still) very popular. With an impressive power-to-weight ratio and plenty of suspension travel, the Pioneer was very competitive in these events.

Despite being the product of a small company, the Pioneer was quite advanced for its time. It featured point-less solid state ignition, 6.5 inches of travel in front, five-way-adjustable rear shocks, 10 inches of ground clearance and a 12:1 compression ratio. Bore and stroke were 72mm x 60mm. "Cat quick and tiger tough" was the OSSA slogan,

and while Jim Noel recalls that OSSAs were not very fast, they would keep going through the roughest terrain.







## Racing the Pioneer

New England enduros were (and are) true tests of endurance for machine and rider. Noel rode in contests sponsored by NETRA, the New England Trail Rider Association. “I would drop 10-15 pounds every event,” Noel remembers. “They would beat the daylights out of you.” The course would run through the woods, up hills, across streams, over logs and through mud. “We would get trapped a lot by the course judges, who enforced a 24mph average rule. I would lose time trying to get over an obstacle and then get onto a dirt road and fly, trying to make it up and come around a corner and there would be a timekeeper, docking you points for making up too much time. You would be penalized more for being early to a time check than late.”

Enduros were always easier if, like Noel, you had friends who would help with pit stops. “It was always great to pull in and have friends gas you up. You would feel so lifted — a pause, laughter with friends — you would feel elated for a few minutes. It made it special. I felt sorry for people who were doing it alone.”

Except for the top competitors, the aim was just to finish the course. “The woods were much tougher than the desert. If you could finish that event, it was so special — the elation of beating

the odds. You had to get through, you hoped you didn’t break down, and it was you and the bike finishing together.”

In the 1970s there was very little special equipment for enduros, and riders had to make do with what was available. “I used leather boots, basketball knee pads and arm guards. We strapped anything on and went. We carried gas, oil and tools and a canteen — there were no Camelbaks at the time. But there was lots of camaraderie. I started as a C rider and made it to B. I went all over New England. It was all my friends’ fault — I have them to blame.”

Finishing was not really the end of an enduro. The weary competitor had to load up the bike and truck it home, then clean off all the mud. When Noel got home with the Ossa, he had a list of things to do. “I’d soak the chain in oil, clean the air filter with gas, clean the spark plug, check the crank case oil, tighten up the bolts, check the spokes, clean and oil my Full Bore leather boots and wash my dirty clothes.” He would also collapse

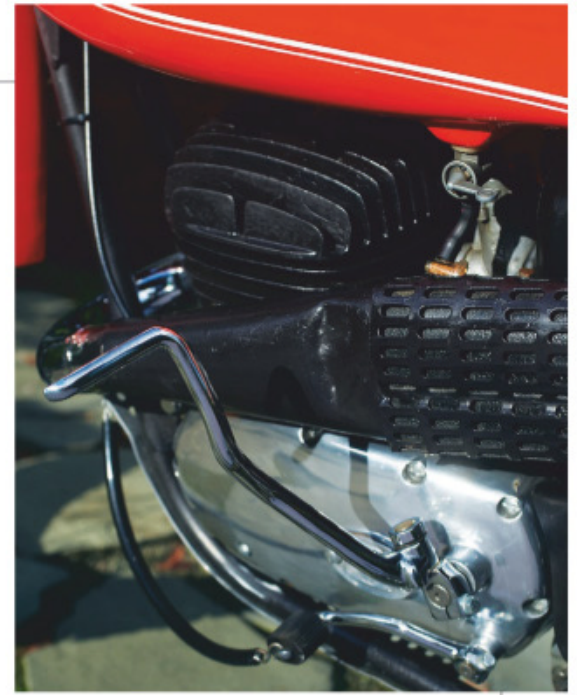


A vintage roll chart holder and Westclox Scotty clock.

for a while.

Noel didn’t just do enduros on the Ossa. NETRA had maps of all of the back roads in the Northeast, and Noel would go on offroad adventures. “One time I rode offroad all the way to Woodstock, New York, where the big music festival was.” There





The 244cc air-cooled single makes 21 horsepower at 7,800rpm. The kickstarter is on the left side, and folds forward after use.

was also ice racing. “What we did wasn’t really racing. We would get studs put in our tires and follow snowmobiles. You should have seen the surprised look on people’s faces! It was lots of fun.”

### Troubles at home

Back in Spain, Spanish politics were causing problems for the OSSA company. Generalissimo Franco had been the Spanish dictator since 1939. After World War II, his policies caused severe economic problems for Spain, and in order to stay in power, he had to turn over economic development to technocrats, who engineered the “Spanish Miracle” between 1959 and 1974. However, relaxation of import restrictions in the mid-1970s allowed an influx of cheaper, and often more technologically developed, Japanese motorcycles, which severely cut into sales of OSSA’s road bikes.

Strikes and most labor unions had been outlawed under Franco. After he died in 1975, leaving Spain in the hands of a

constitutional monarchy, simmering labor tensions exploded. In 1977, the entire work force walked out of OSSA’s Barcelona factory, citing “inhospitable” working conditions. Major concessions had to be made to get the factory rolling again. OSSA, crushed between increasing competition and rising costs, ceased building bikes in 1982. In 2010, a consortium of Spanish businessmen bought the rights to the OSSA name and patents and are now producing offroad bikes. The new OSSA trials machines are now imported to the U.S.

### Back in the west

About the same time that OSSA started going downhill, Noel was transferred by his company to Salt Lake City, Utah. The OSSA, by this time something of a member of the family, was packed up and hauled out in the moving van. Noel did some desert racing and trail riding, but the needs of his growing family limited race time. Again transferred, this time to Pennsylvania, Noel packed up the OSSA and, once he got settled, started trail riding in the eastern part of the state.

Finally, Noel was sent out to the West Coast, and once again, the OSSA came along. Jim and the OSSA did some local trail riding, but both rider and motorcycle were starting to age. The OSSA spent more and more time in the garage. Finally, in 2005, Noel cleaned the bike up and started taking it to shows, thinking he might sell it. “I got a lot of attention! People liked it — seeing it got people excited. I became a socialite — I had so much fun riding down memory lane that I wound up not selling the bike. At one of the shows, I met Keith Lynas from OSSAPlanet in San Diego, California. Keith said, “I can bring it back for you.” I realized I could have fun going to shows with my OSSA and decided to restore it.”

### Restoration resources

OSSAs are one of the more popular bikes for vintage offroad competition. As a result, there is now a cottage industry supplying parts for OSSAs and rebuilding OSSA engines, including OSSAPlanet, the best-known source for Ossa parts on the West Coast. Keith Lynas rebuilt the engine and the polish and chrome work was done by Bill West of Vintage Works in Clovis, California. Ron “OSSAman” Bors in Ithaca, New York, provided needed replacement parts.

Once the restoration work was done, Noel





The restored Pioneer is now a regular at vintage motorcycle shows.

went back on the show circuit. "It was a big thrill to go to the 2018 Steve McQueen show." The Friends of Steve McQueen put on a car and motorcycle show every year in Southern California as a fundraiser for Boys Republic, a home for troubled teens where McQueen spent several years during his youth. The OSSA won first place in the Enduro/Dual Sport class, and got a lot of attention from the retired motocrossers in the crowd. "The crowning touch was Peter Fonda (of *Easy Rider* and *Wild Hogs* movie fame) who showed up and joined us for the awards."

When Noel traveled to Barcelona, Spain, he made a point of visiting the former OSSA factory, now a museum. "It was OSSA heaven."

While the OSSA runs, and runs well, Noel now spends a lot more time taking it to shows than he does riding it. "People

remember the bike. They love it. Another OSSA slogan was, 'It's a bear of a bike,' and it was. No matter how rough the conditions were on the course, that bike got me back every time. And speaking of slogans, it was like a Timex: 'It takes a licking and keeps on ticking.'" **MC**



# YOUR VISION

# OUR PARTS

**MIKES XS**  
VINTAGE YAMAHA PARTS

**Z1**  
ENTERPRISES

**Randakk's**  
Cycle Shack  
VINTAGE HONDA PARTS

DIMECITYCYCLES.COM | MIKESXS.NET | Z1ENTERPRISES.COM | RANDAKKS.COM





# SAVE THE DATE!

## 9<sup>th</sup> Annual

# Vintage Rally

## Saturday June 29, 2019

*In partnership with J&P Cycles Customer Appreciation Weekend*

**FREE Admission to Outdoor Swap Meet, Bike Show & Car Display**

**\$10 SPECIAL ADMISSION TO MUSEUM SATURDAY & SUNDAY!!**

CHILDREN 12 & UNDER FREE WITH A PARENT

- **VINTAGE BIKE SHOW** 1988 & Older Motorcycles & Bicycles **NO ENTRY FEE!**
- **CLASSIC CAR & HOT ROD DISPLAY** **NO ENTRY FEE!**
- **SWAP MEET** with Parts, Memorabilia & Motorcycles
- **FRANK FRITZ & DAVE OHRT** from American Pickers
- **DJ JONES** Inspirational 50 State Iron Butt Rider
- **CARL REESE** Presents America's 100 Year History of Motorcycle "Cannonball" Run Records

Download the **BIKE SHOW & SWAP MEET** Registration forms at

**WWW.NATIONALMCMUSEUM.ORG**

102 CHAMBER DRIVE ANAMOSA, IA 52205 • 319-462-3925 • MUSEUM@NATIONALMCMUSEUM.ORG

THE NATIONAL MOTORCYCLE MUSEUM IS A NON-PROFIT 501 (C)(3) ORGANIZATION



**SWAP MEET  
SPACE IS  
LIMITED SO  
PRE-REGISTER  
EARLY!**

SPONSORED BY:

Circle #6; see card pg 81





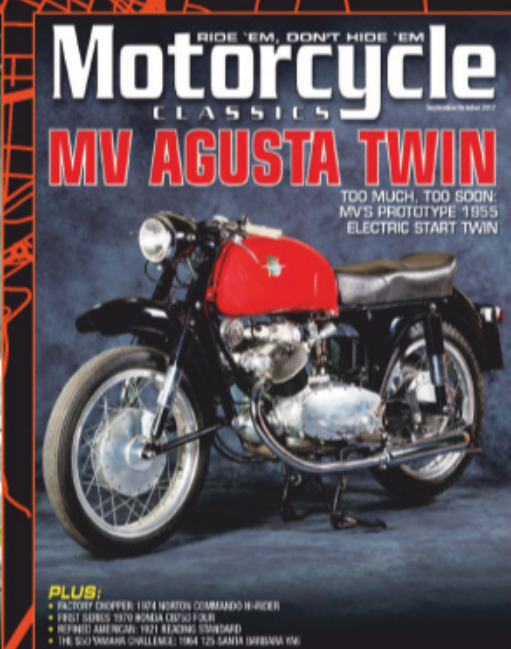
# Motorcycle CLASSICS

Whether you're a **lifelong motorcycle enthusiast**, a **collector**, or a **first-time rider** with a taste for the greatest motorcycles ever made, this is exactly where you belong.

**For** **\$34.<sup>95</sup>**

**Become a**

**Preferred  
Subscriber Online**



- 1 Year (6 issues) of *Motorcycle Classics* magazine
- Online access to all content dating back to 2005
- **Special discounted prices** on books, T-shirts, and archive products in the *Motorcycle Classics* Store
- Access to **exclusive online content**, including restoration projects, rides and destinations, and gear reviews
- Access to videos covering everything from project bikes and ride reviews to event coverage and museum tours
- First access to purchase "Ride 'Em, Don't Hide 'Em" event tickets

**How to Order**

Go to **MotorcycleClassics.com/Preferred**

Or call **800-880-7567**

Use promo code **HMCHSJDZ**



# BRITISH BRUISER

## 2019 Triumph Speed Twin

Story by Alan Cathcart  
Photos by Kingdom Creative


Check out Triumph's ever-growing Bonneville family of Modern Classics, and until now you'd have found 11 different versions available of the iconic parallel-twin range, which was resurrected back in 2000 by company owner John Bloor.

Since then, some 313,994 examples of the born-again Bonneville have been produced, making up around 40 percent in any given year of Triumph's production at its two factories in the U.K., and three in Thailand. That makes it a key ingredient in the modern day success story that Triumph Motorcycles represents.

Triumph has now made it an even dozen different variants in its 2019 Bonneville lineup, with the unveiling of a new addition. To mark the 80th anniversary of the model, Triumph has revived the Speed Twin. While the original Speed Twin, initially produced in 1938, was designer Edward Turner's ground-break-







ing and highly successful parallel-twin which brought new levels of performance and handling to the 500cc category, the new 2019 Speed Twin strives to do the same via a clever combination of parts bin engineering coupled with empirical development, as expressed via a total of 80 new components fitted to the bike.

The chance to ride the result on an enjoyable 170-mile test day spent bisecting the mountainous Spanish Balearic Island of Mallorca via the demanding roads where local hero Jorge Lorenzo honed his three-time MotoGP World title-winning skills, provided an insight into Triumph's ambitions in creating the new bike — and whether they've been achieved.

### **Lighter is better**

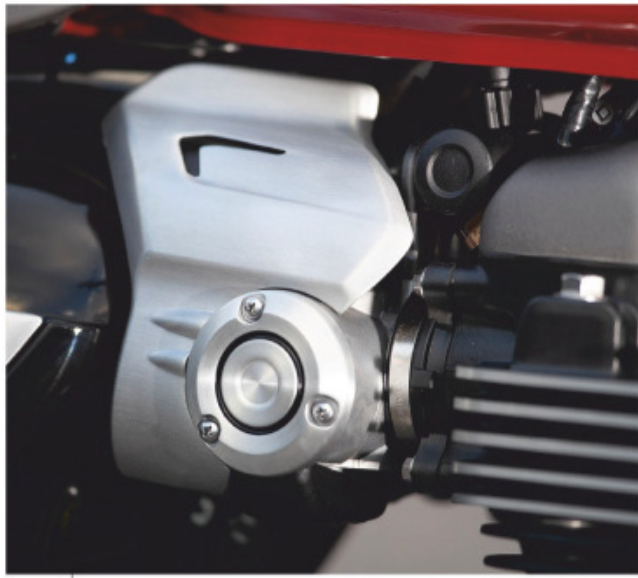
Triumph's Chief Product Officer Steve Sargent is the man responsible for conceiving and supervising the development of each new bike in the firm's entire range. "What we're aiming for with this bike is to create something that's really dynamic and exciting to ride, with an extra step up in performance and handling, yet which retains the Bonneville's traditional styling, but takes it in a more contemporary direction," Steve says.

To achieve this, Triumph's engineering boss Stuart Wood and his team have blended the best bits from other models in the 1,200cc Bonneville range they introduced three years ago, to produce a retro-styled roadster with more punch. That's been done by combining the comfort of the T120 Bonneville with the performance and handling of the Thruxton R, wrapped up in a restyled version of the smaller capacity Street Twin models. The new Speed Twin weighs 431 pounds dry and delivers 96 horsepower and 83lb/ft of torque, while the Bonneville T120 weighs 493 pounds dry and makes 79 horsepower and 77lb/

ft of torque. That's a more than 20 percent increase in power, with an almost 13 percent reduction in weight. And with a price starting at \$12,100, the Speed Twin costs only a little more than the Bonneville T120 (starting at \$11,850) and much less than the Thruxton (starting at \$13,000) or Thruxton R (starting at \$15,400).

To obtain this level of extra performance, Wood & Co. took the HP/High Power version of Triumph's liquid-cooled single overhead cam 1,198cc 8-valve engine, and while retaining the same power and torque figures as delivered by the same engine in the Thruxton café racer, effectively increased performance by reducing weight. They did so in the same way as in concocting the on/offroad version of the same engine fitted to the new Scrambler 1200 models (see sidebar), so the Speed Twin engine is 5.5 pounds lighter than the T120 or indeed the Thruxton versions of the motor, according to Stuart Wood. "We've done quite a lot of work on reducing both mass and inertia in the HP engine," he says. "The mass reduction comes from a lightweight magnesium cam cover, plus a mass optimized clutch cover, which we've completely redesigned internally to get the wall thicknesses thinner, and the shafts that the twin balance shafts run on have been reduced in mass, too. We also lightened the rotating parts, including the alternator and the crankshaft. We removed about a kilogram [2.2 pounds] of weight from that by making the crank webs a larger diameter, but narrower, so we get the balance effect that we want, but have the reduced overall mass at a larger radius. This gives a lower rotating weight, and a reduced rotating mass, so the engine picks up revs quicker. It's a comprehensive makeover, even though we've kept the same cam profiles as before." The revised motor also features





The throttle bodies on the Speed Twin aren't disguised to look like carburetors as they are on some other retro models (above).

a long service interval of 10,000 miles, and the 3.8-gallon fuel load delivers a range of around 180 miles, Triumph engineers say.

That focus on reducing inertia in the engine by lowering rotating weight has been matched by a similar strategy in developing the Speed Twin's chassis, as Steve Sargent explains. "The starting point in terms of optimizing handling is really about trying to reduce weight overall, but even more importantly than that, about trying to reduce inertia on the bike," he says. "Reducing inertia benefits the handling, because the more weight you've got in anything that's spinning fast, the harder it is to change direction. Any reduction in inertia improves how quickly the bike turns in, and how precise it is in steering. So trying to get inertia out of the



## 2019 TRIUMPH SPEED TWIN

**Engine:** 1,198cc liquid-cooled SOHC parallel twin, 97.6mm x 80mm bore and stroke, 11:1 compression ratio, 96hp @ 6,750rpm  
**Fueling:** Multipoint sequential electronic fuel injection  
**Transmission:** 6-speed, chain final drive  
**Electrics:** 12v, electronic ignition  
**Frame/wheelbase:** Dual downtube steel cradle frame w/aluminum cradle/56.3in (1,430mm)  
**Suspension:** Twin shocks with adjustable preload rear  
**Brakes:** Twin 12in (305mm) discs front, single 8.7in (220mm) disc rear, ABS  
**Tires:** 120/70 x 17in front, 160/60 x 17in rear  
**Weight (dry):** 431.2lb (196kg)  
**Seat height:** 31.8in (807mm)  
**Fuel capacity/MPG:** 3.8gal (14.5ltr)/45-55mpg (est.)  
**Price:** Starting at \$12,100




bike overall was a huge task for us, and it's a really clear demonstration of how Triumph has developed in expertise. For example, the new cast aluminum seven-spoke wheels on the Speed Twin which our guys have developed, are some of the lightest in the motorcycle industry."

So the 431-pound Speed Twin scales a hefty 22 pounds less than the Thruxton, and 15.4 pounds lighter than Triumph's most sports-focused Bonneville model, the Thruxton R. The combined front wheel and twin 12-inch brake disc assembly which now includes twin four-piston Brembo calipers is 6.4 pounds lighter than before, and that translates to a 28 percent reduction in inertia on the front end of





A full-page photograph of a rider on a Triumph Speed Twin motorcycle. The rider is wearing a black and red leather suit, a helmet with a Union Jack design, and gloves. The motorcycle is red and black, with 'TRIUMPH' visible on the fuel tank. It is a cruiser-style bike with a large headlight and dual exhaust pipes. The rider is leaning slightly forward, and the background is a blurred road with greenery and rocks, suggesting a scenic route. The lighting is bright, indicating daytime.

Alan Cathcart aboard the Speed Twin on the demanding roads of Mallorca.

the bike. Triumph has also replaced the duplex frame's tubular steel cradle with an aluminum equivalent. Furthermore, they've taken another 3.5 pounds out of the rear wheel and its single 8.7-inch disc with Nissin twin-piston floating caliper, representing a 41 percent reduction in inertia over the Thruxton, while the old-style lead-acid battery has been replaced by a lighter sealed lithium-ion one.

To calm down the handling a little, they've lengthened the wheelbase by 0.6 inches to 56.3 inches via a longer chain while retaining the same cast aluminum swingarm as the Thruxton. If you were perhaps expecting proper adjustable suspension, plus an upside down fork, radial brakes and even more power, expect a Speed Twin R in a couple of years.

### On the road

You immediately sense the improvements in the Speed Twin's overall performance once you leave city streets. That comes after throwing your leg over the same flat, fairly low 31.7-inch-tall bench seat as the Thruxton, but with 0.4 inches of extra padding, to find the footrests have been moved just a bit lower and 1.5 inches farther forward to deliver a more relaxed riding position in conjunction with the repositioned handlebar mounted on taller risers. This makes for a much more comfortable stance than on the Thruxton. Shorter riders will find the Speed Twin a very accessible ride, with the shape of the seat aiding them in putting both feet on the ground at rest.

The Speed Twin rides like a T120 Bonneville on steroids. A look at the power and torque curves shows you what to expect, because revs are almost irrelevant. It pulls wide open in top gear from 2,000rpm, but with a practically flat torque curve all the way to the 7,500rpm soft-action limiter. The exhaust note

matches the performance, with a lovely throbbing beat. The result is an engine with real mumbo, and presumably aided by the lighter weight, acceleration is impressive all the way through the rev band in Sport mode, the most zestful out of the three available via the Keihin ECU's ride-by-wire throttle programs. But it's not so bad in Road, either, which you'll want to use if the pretty aggressive throttle response in Sport isn't to your liking given prevailing road and traffic conditions. Though we had glorious winter sunshine throughout our cool riding day I found Rain really good for town work, as well as coping with slippery surfaces. Each mode delivers full power, but with different throttle and fuel maps, and features varying degrees of ABS and traction control intervention — I could feel both those rider aids cutting in nice and early in Rain mode on the slippery stretches of Portuguese tarmac.

There's really great top gear roll-on between 5,000-7,500rpm when, even at higher revs, the Speed Twin just keeps on pulling. Ton-up cruising at 5,600rpm is a definite option, and despite the taller handlebar compared to the Thruxton you don't get so badly windblown at high speeds, thanks to the slightly inclined stance. But swinging from side to side through a switchback succession of fourth-gear bends is the Speed Twin's natural habitat, before clicking into top for longer straight stretches. There, 4,000rpm in top gear equals 60mph, and anything upwards of that makes a nice relaxed cruising speed. Really, this is an accessible and thoroughly enjoyable motorcycle which just asks to be ridden hard, and delivers when you do.

### Power and poise

The handling on this bike is a really noticeable step up from any other Triumph twin, and please believe that I'm not just



The Scrambler 1200 XE (left) and XC.



## 2019 Scrambler 1200 XC and XE

Triumph has delivered a pair of crossover models which seek to combine retro cool with modern functionality in a dual-purpose motorcycle. Wood & Co.'s design brief was to develop a pair of crossover bikes with the Bonneville family's twin-shock neo-classic styling, which were just as adept both on and offroad as the company's modern 800XR/XC dual-purpose triples.

The HP Bonneville 1200 engine in dedicated Scrambler tune runs the same 11:1 compression ratio as in its Thruxton format, now delivering 88.7 horsepower at 7,400rpm. The spin-off spec from the Thruxton is confined to the engine, because the modular format chassis used by the Scrambler 1200 duo are brand-new, with a tubular steel duplex cradle frame mated to aluminum engine plates. But each version has a subtly different geometry, with a shorter 60.2-inch wheelbase for the street-focused XC, which also sees its fully adjustable 45mm Showa USD fork set at a 25.8-degree rake with 4.76-inch of trail in delivering an already offroad-friendly 7.9 inches of wheel travel. But the dirt-focused XE is even more Extreme, with a 61.8-inch wheelbase and fatter 47mm USD Showa fork set at a 26.9-degree rake with a hefty 5.1-inch rake in pursuit of greater stability offroad. Both versions feature twin-shock rear suspension courtesy of Öhlins, with the XE delivering a massive 9.8 inches of rear wheel travel thanks to the specially developed ultra-long (20.5-inch) laydown rear shocks from Öhlins, each with dual coil-over variable-rate springs. "Our testing team were amazed with the performance of the new 1200 Scramblers, and considered them to be actually more capable offroad than many of the adventure bikes they had tested," Öhlins R&D manager Emil Åberg says. That's a pretty good reference, considering that nobody's ever had that amount of wheel travel on a Twin-Shocker before. Dry weight is 451 pounds (XC) or 455 pounds (XE).

Despite the offroad-friendly 21-inch front wheel there was good feedback from the front Metzeler on tarmac, and especially on the slippery roads we traversed during the morning rain when the ABS that was now switched on came into its own. Riding much harder that afternoon after the sun had come out to dry the roads revealed that the Scramblers are both excellent tarmac tools — they're much more than just another 1960s-inspired retro bike that's all show. They're as refined to ride as many sport bikes, with a level of equipment and technology that's frankly surprising when you get to experience it if, as I'll admit I did at first, you approach the bikes as being more style than substance. That's definitely not the case, and the applause from the Öhlins R&D team speaks volumes for the level of excellence offroad that Wood & Co. have attained with these two new models. Both the new Scramblers are serious offroad tools, making them genuine adventure bikes that just happen to have retro styling. Prices start at \$14,000 for the XC model, and \$15,400 for the XE model.

It looks like Triumph just succeeded in inventing an entire new segment in the motorcycle marketplace with these two models. Modern Classics, both of them — crossover Crossovers.

saying that because I think I ought to, after hearing Steve Sargent tell me what to expect. You honestly do notice the lighter steering and easier change of direction immediately, as soon as you start swinging from side to side through any tight sections of road — it has an eager, willing feel to the handling. Yet when you round a turn to find a family of goats milling around in the middle of the road, the four-piston four-pad Brembo axial (meaning non-radial) calipers fitted to the 12-inch Sunstar twin front discs do an excellent job in delivering a controllable but effective panic stop, without any instability. These calipers are a big improvement on what Triumph used before, not only in effectiveness but also the way you can modulate them just to throw off a little excess speed if you, ahem, misjudge your entry speed for a bend. The ABS does cut in quite late in Road or Sport modes, so you can be pretty aggressive in using the brakes, plus the top level Pirelli Diablo Rosso III tires fitted to the bike give mega grip, helping maintain turn speed. Even in the cool conditions for our ride the Pirellis heated up super quickly after a stop, an important confidence booster on a bike like this which entices you to go for it from the very first moment.

The new Speed Twin is essentially a more comfortable, more rational version of the Thruxton, and the settings chosen for the KYB forks and twin rear coil-over shocks adjustable only for spring preload are a key element of that. Wood & Co. have done a great job in hitting on an ideal setup. They've kept the same spring rates as on the Thruxton, but with less rear preload and a higher oil level on the front, for slightly different fork damping. The result is hard to fault on all but the most





WORKS GREAT ON  
**SEATS • GRIPS • JACKETS • VESTS**  
**CHAPS • PANTS • BOOTS • GLOVES**



## LEATHER CARE WITH **REAL HORSE POWER.**

Sometimes leather is all that comes between you and the road – whether it's the seat of your bike or the jacket on your back. And there's no better way to care for it than Leather Therapy® – originally developed for use on the finest saddle leather.

- **Deep cleans from the inside out, lifting salt, dirt, and grime**
- **Prevents deterioration and cracking**
- **Restores suppleness and color to old dry leather**
- **Shortens new leather break-in time**
- **No sticky or greasy residue – won't transfer to jeans**

AVAILABLE AT  
**amazon**

**TSC TRACTOR  
SUPPLY CO.**  
AND YOUR LOCAL  
EQUESTRIAN RETAILER



© 2019 W.F. Young, Inc.

Circle #12; see card pg 81



# Making Custom Spokes... It's what we do!

We swage, cut, head, bend and thread every spoke we make to suit each specific custom application, using only American milled and certified wire. Take advantage of our expert wheelsmithing services when you ship us your hub.



phone: 626.969.4655  
fax: 626.812.0243  
buchananspokes.com

**BUCHANAN'S**  
Spoke & Rim, Inc.  
Est. 1958



**Azusa, CA**

**Your source for Excel, Borrani and Sun Rims**



The Speed Twin has it all: inspiring handling, rorty performance and a comfortable riding stance.

uneven of surfaces, when the rear end does skip about a little. And the quite aggressive steering geometry doesn't deliver any instability, just totally predictable, confidence-inspiring steering. This is a really fun bike to ride hard in something approaching anger, and I reckon it might well surprise quite a few outwardly more sporty-seeming bikes at track days, where its retro styling compared to the Thruxton might cause some to underestimate its sporting potential. At their peril ...

The new Speed Twin doesn't reinvent the Naked sport bike, but it does very arguably set a new standard for all-round performance in the Modern Classic category, where the costlier BMW RnineT (\$15,495) and Ducati Scrambler 1100 (\$12,995) are legitimate targets for the new British bike, whose array of over 80 dedicated accessories will allow any customer to pimp their Speed Twin by using Triumph's own options catalog.

Tough looking and purposeful, it more than lives up to the expectations aroused by those looks — and at the right price, too. Improbable as it may seem thanks to the retro styling,



this is quite enough motorcycle in real world terms to satisfy all but the hardest of hard-core performance addicts — and it not only goes better than Triumph's previous top twin, the Thruxton R, it's also a lot more comfortable to spend a day with.

Job well done, Triumph — but do you really expect anyone to buy a T120 from now on? **MC**

## Triumph Speed Twin history

Designer Edward Turner's Triumph Speed Twin caused a sensation when it entered production in 1938 after being unveiled at the London Motorcycle Show the previous year — yet few of its admirers could have guessed how influential the design would prove to be.

But Triumph's new design established a formula that would be adopted by all of Britain's major motorcycle manufacturers in succeeding decades. Whereas previous British parallel-twins had suffered from excess bulk, Turner's Triumph design was lighter and even narrower across the crankcase than the contemporary Tiger 90 single whose cycle parts it shared.

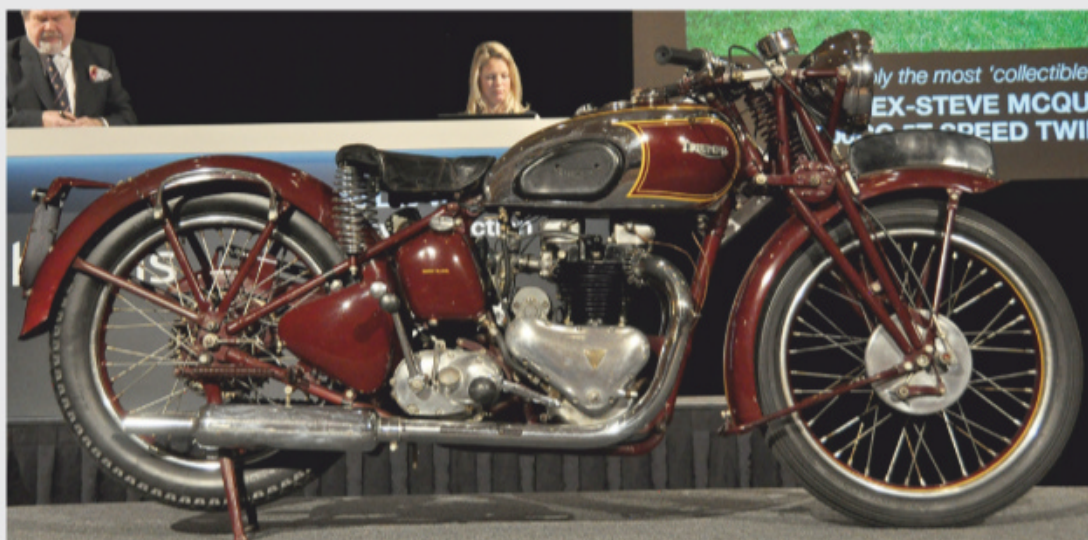
This was exactly what conservatively minded British customers wanted, and the Speed Twin proved an enormous success for

Triumph, lifting the company out of the economic doldrums, and setting it on the road to prosperity. Performance proved exemplary for a road-going 500, around 85mph being attainable by the Speed Twin, while the Tiger 100 sports version could live up to its nametag by reaching the "ton" (100mph). The 1938 Speed Twin was also a really good-looking bike by the standards of the day, weighing 355 pounds dry with a wheelbase of 54

inches. Its parallel-twin 63mm x 80mm 498cc dry sump engine was a long-stroke design, which with a 7:1 compression ratio, produced 26 horsepower at 6,000rpm, delivered via a 4-speed transmission. A girder front fork and a well-sprung saddle provided the rigid-framed bike with some degree of suspension, with drum brakes in both the 20-inch front wheel and 19-inch rear.

*The Motor Cycle* magazine's Speed Twin test bike averaged an impressive 93.75mph aboard it past the publication's speed clocks, prompting the comment, "Truly an amazing performance for a fully equipped 500."

The original Triumph Speed Twin was such a success that it revolutionized the entire British motorcycle industry in a way that no other model had ever done before.



The ex-Steve McQueen 1938 Triumph Speed Twin in Las Vegas in January.

ROBERT SMITH





• **Thick & Supple Full Grain Leather**

• **Solid Brass Hardware**

• **YKK Zippers**

• **Made in USA**

Save \$25 on Any Stock Jacket with Code **mcmag25**



**FoxCreek**  
LEATHER

AMERICAN MADE

[www.foxcreekleather.com/mc](http://www.foxcreekleather.com/mc)

Call 800-766-4165

**Over 3,000 parts available!!**



CB750K series  
**750 Four**



YAMIYA ONLINE STORE

CB400FOUR series

**SUPER SPORT**

**400 FOUR**



[www.yamiya750.com](http://www.yamiya750.com)



MOTORCYCLE YAMIYA

PHONE / 81-52-452-7230 FAX / 81-52-452-7231  
E-mail / [info@yamiya750.com](mailto:info@yamiya750.com)



JAPAN QUALITY



Motorcycle Yamiya 関矢屋  
Please click "like" our facebook!  
Check out our new arrivals and special info!

**Monthly Campaign!!**



# LAS VEGAS 2019

## Numbers up, prices steady at Las Vegas auctions

By Robert Smith and Somer Hooker  
Photos by Robert Smith

A record number of motorcycles flowed through the auction halls in Las Vegas, Nevada, this last January, as Mecum and Bonhams both held their annual sales. But in spite of the greater volume of motorcycles processed, prices were generally firm. Longtime enthusiasts and collectors Robert Smith and Somer Hooker share their observations, with Robert's report first.

### Crockers top Vegas sales

Excluding memorabilia and "road art," Mecum offered 1,438 lots for sale, selling 1,276, or 89 percent, with a total value of close to \$23 million without buyer's premium. At just under \$16,000, average price per lot was generally consistent with Mecum's performance over the last decade.

A 1939 Crocker "Big Tank" at Mecum took top price at \$704,000 (including premium). Runner-up was another Crocker, this time a "Small Tank" from 1937 at \$423,500. Top British bike was an early Brough Superior SS100 Alpine Grand Sport from 1925, which fetched \$357,500. Of the top 10 selling bikes at Mecum, four were 4-cylinder machines: a 1912 Henderson Model A at \$302,500, a 1913 Pierce at \$192,500, a 1923 Ace at \$176,000 and a 1915 Henderson Model D at \$170,500. Top Harley price was \$143,000 for a 1928 JDH, and

top Indian was a 1905 Camelback at \$104,500.

The Crocker Big Tank was part of a consignment of 235 motorcycles from the MC Collection of Stockholm, Sweden. The total sales value of the collection, including premium, was

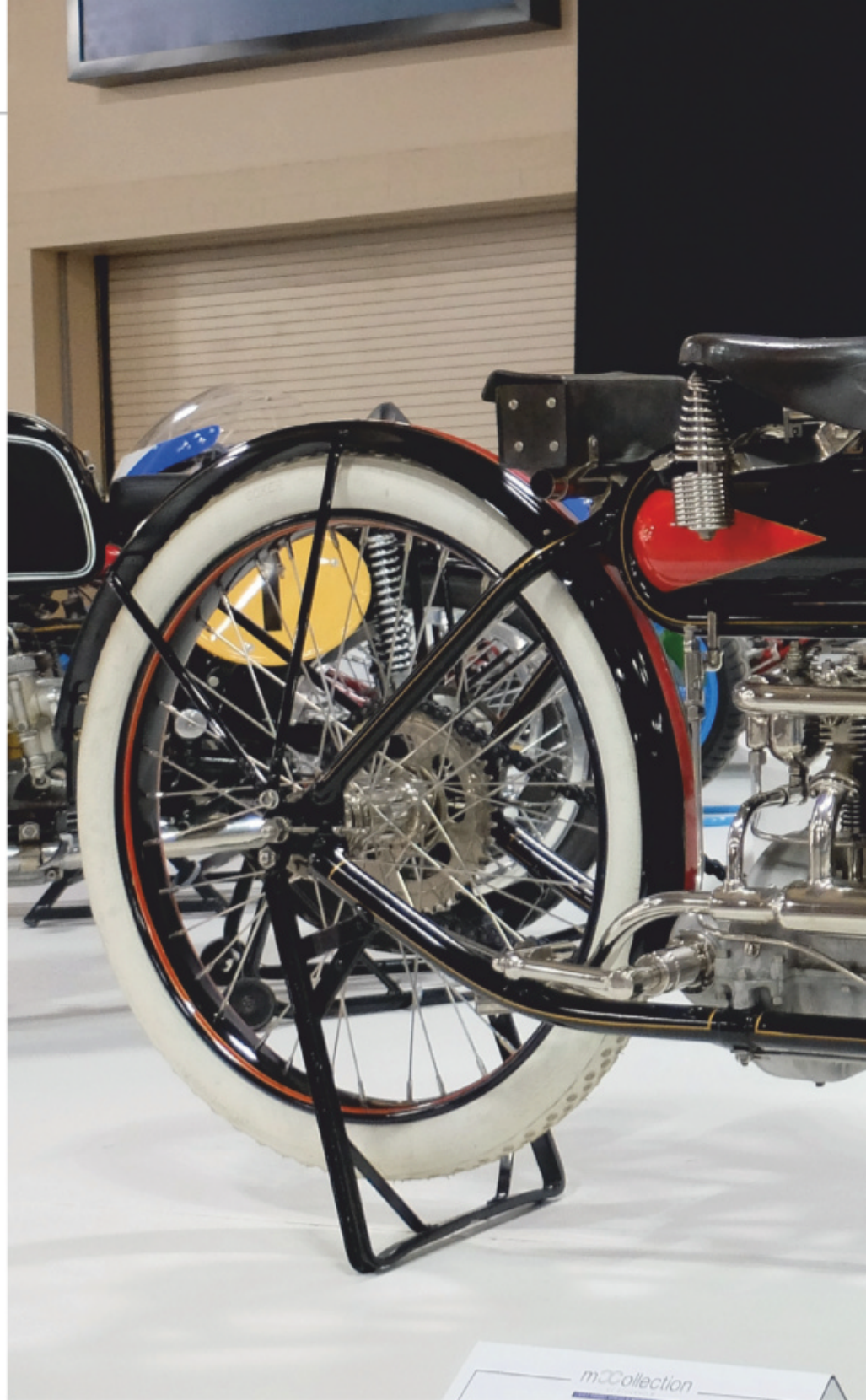
"British twins are the bread and butter of the Mecum auctions, with dozens of each brand sold every year."

\$10.5 million. Eleven other motorcycle collections were being sold, including a consignment from A British Motorcycle Museum in America.

Bonhams also held their motorcycle auction in Las Vegas on Jan. 24. Top price was expected for the ex-Hans

Stärkle 1949 Vincent Black Lightning race bike, with over \$360,000 anticipated. Bidding stalled at \$285,000. One of only 67 built, a "never raced" Ducati Supermono fetched \$115,000, while a series C Black Shadow sold for \$95,450.

Both Mecum and Bonhams offered examples of Friedel Münch's monstrous Mammut motorcycle. Mecum's 1968 4TT fetched \$77,000, while Bonhams' 1974 TTS-E sold for \$112,000. Also offered by both auction houses were examples of Laverda's SFC750 production racers. The Mecum SFC sold for \$88,000, while Bonhams' was bid up to just \$30,000 — perhaps because it was missing its homologation tag. (It was reported to have sold later for \$38,000.) Two green-frame Ducati 750 Super Sports were on offer at Mecum: One sold for \$90,000, while the other — unrestored and with appropriate patina







— made \$247,500: Restorers beware! Other Ducati and MV Agusta prices were similarly varied: Mike Hailwood Replicas sold from \$13,250 to \$49,500, and MV Agusta 750s fetched from \$49,500 to \$137,500. Seven Guzzi singles were on offer at Mecum, and ranged from \$8,250 for a 1955 250 Airone to \$82,500 for a 1925 CV2 racer. A rare 1931 Sport 15 sold for \$55,000.

Two of Dan Smith's hand-crafted motorcycles — both previously featured in *Motorcycle Classics* — went under the hammer at Mecum. The 1936 500cc AJS V4 sold for \$85,250 while the 1939 Velocette Roarer was unsold at \$70,000.

Bargain hunters picked up a 1983 Laverda RGS for \$4,400 and a 1975 Moto Morini 3-1/2 Sport for just \$3,300.

## Trends

I've attended the Las Vegas auctions six times out of the last eight years, recording the sale price of as



Top priced 4-cylinder was Mecum's 1912 Henderson model A at \$302,000 (top). Top seller in Las Vegas at \$704,000 was a 1939 Crocker "Big Tank" above.





Honda RC30 with zero miles broke the \$100,000 barrier at Mecum (left). 1928 Husqvarna model 200 from the MC Collection sold for \$29,700 (below left). A 1925 BMW R37 racer from the MC Collection sold for \$220,000 at Mecum (bottom left).



many lots as possible, and compiling them to see if any trends emerge. This can be a challenging exercise; for example, it's important that a sufficiently large number of lots go under the hammer to make the trend statistically significant. If only a small number of a particular make or model are listed, the sale prices may not be representative. It's also necessary to correct for motorcycles with significant provenance (the McQueen effect) or a prominent racing history.

So I've selected a number of makes and models where the numbers were large enough to have confidence that prices were representative of that class. First, the total number of motorcycles sold at Mecum has more than tripled, from 387 in 2012 to 1,276 this year. In spite of the increased throughput, prices have remained fairly steady, with an average lot sale price around \$16,000 without premium.

British twins are the bread and butter of the Mecum auctions with dozens of each brand sold every year. BSA prices have risen recently: Average price of a BSA twin was around \$16,000 this year compared to \$12,000 in 2012. Norton twins overall held their value, while Triumph twins were down, slipping around 20 percent from \$14,000 to \$11,300 over the same period.

It was also interesting to compare Triumph twins from different eras; these being 1963-1970 unit construction twins, pre-unit twins, and 1971-1982 oil-in-frame twins. Pre-unit average prices have definitely increased (from around \$11,000 in 2012 to over \$16,000 this year), while unit construction prices have dropped, by 13 percent to an average of \$8,000 over the same period. Oil-in-frame twins were steady at around \$5,200 over the same period.

Norton twins prices have climbed slowly overall since 2012, Commandos now averaging \$9,000. However, Dominators and the Matchless-framed hybrids sold on average for 50 percent more than Commandos at





This Egli-Vincent was bid up to \$40,000 at Mecum (right). Mecum's green frame 750SS Ducati sold at \$247,500 (below right). One of two on offer in Las Vegas, this 1968 Münch 4TT Mammut sold for \$77,000 at Mecum (bottom right).

over \$14,000.

Analyzing prices for the two big American brands reveals that while Indian prices have remained flat with an average price in the low-\$30,000s, Harley-Davidson prices have ticked up, from the low-\$10,000s in 2012 to close to \$25,000 in 2019.

It's reasonable to assume that Honda's numbers would be representative of Japanese motorcycles in general. Prices have been fairly steady, but sliding from an average of around \$8,000 in 2012 to around \$7,000 this year. However, the number of units sold almost certainly affected prices, with Mecum selling eight times as many Hondas in 2019 than in 2012 (198 vs 24)! Also noticeable was the large number of smaller Hondas, which may have dragged the average down.

Finally, Italian motorcycle prices have been rising sharply, with the average for MV Agustas breaking \$50,000 and Ducatis pushing \$30,000.

*(Note: These numbers are as recorded at the time, for comparison only, and presented in good faith. Errors may have occurred in calculation. The values shown may not be representative of general market conditions, and should not be used for valuation, pricing, or investment. Your results may vary.)*  
— Robert Smith

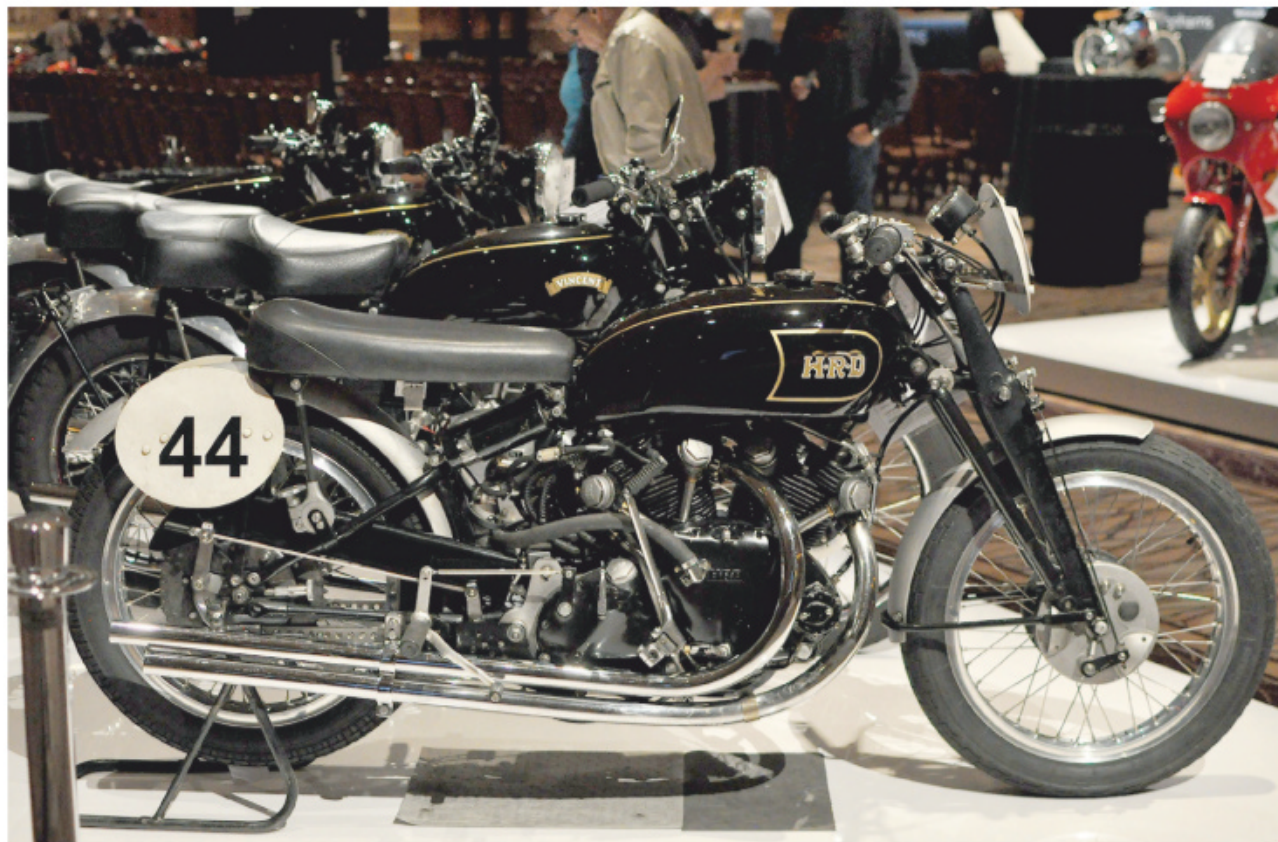
### New interest and new blood

"Who's going to buy all of those bikes?" was constantly repeated prior to the 2019 Las Vegas sales. Mecum initially announced a six-day sale and then scaled back to five days with over 1,750 motorcycles on offer. Across town Bonhams was doing more of a boutique sale with 150 lots available, including several Steve McQueen-related bikes. The McQueen magic worked again with a 1938 Triumph selling for \$155,000.

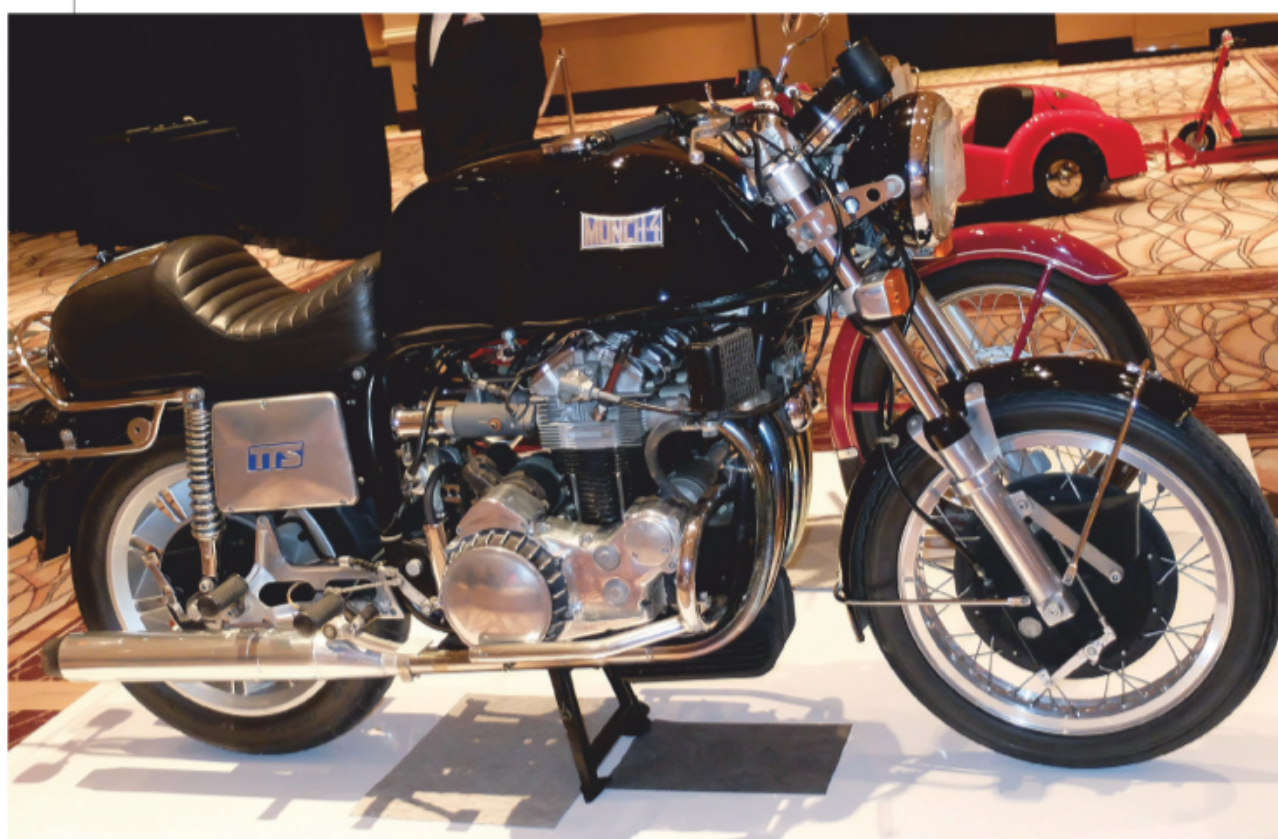
The highlight of the Mecum sale was an entire collection imported from Sweden, all offered at no reserve. Now collectors would have an opportunity to bid on Broughs, BMWs, Crockers, Ducatis, Husqvarnas and Vincents to







The ex-Hans Stärkle Vincent Black Lightning at Bonhams (left). A 1974 Münch Mammoth TTS-E 1200 sold for \$112,000 (below left). Two Mike Hailwood Replicas were on offer at Bonhams. This one made \$13,250 (bottom).



name a few at *no reserve*. Their marketing included a museum-like display of the collection in Las Vegas prior to the sale. A no-reserve auction can sometimes generate a higher price as everyone knows it is a “last man standing” (or paddle) scenario. Auction companies are always glad to broadcast when a vehicle is “in the market.” They know bidders will get a sense of urgency.

Last year we noted a rotation in the market. The same trends continued this year. While the classics did well, there was little growth in their valuations.

The growth came in the interest of what some refer to as the “Modern Classics,” the ’70s, ’80s and ’90s Superbikes. There were fewer Honda RC30s built than Vincent Black Shadows. Some were raced, some were trashed, and some were put away. Last year, clean examples were bumping the \$100,000 mark. This year they blew right through it as did the even more limited RC45. Meanwhile the NR750 Honda was looking at the \$200,000 ceiling. This year there were four of the 7,400 Honda CB750 sand-casts on offer. Even a tired but very complete example (albeit with a stuck engine) brought \$17,000 on the hammer. Remember when a Suzuki GSXR seemed outrageous at \$4,000? Try \$14,000 now for a crisp example.

Other Japanese Superbikes were also doing well. Japanese offroad bikes and factory motocross bikes were in high demand. Being relatively scarce meant the prices were high. In reality most offroad bikes led a tortured life. Even though some were mass produced they were also massively abused.

Clean original Italian Superbikes were also creating more interest. MV Agustas in pristine condition also jumped into the six-figure club. An MV America went for a new record. A Ducati 750SS went for \$245,000, breaking last year’s record of \$175,000. The key seems to be clean original paint.





# Bonhams

AUCTIONEERS SINCE 1793

## Now Seeking Collector Motorcycle Professionals

Are you passionate and knowledgeable about collector motorcycles, dedicated to offering the best customer service and skilled at negotiating a deal? Bonhams offers an extraordinary career path for individuals with the right mix of experience.

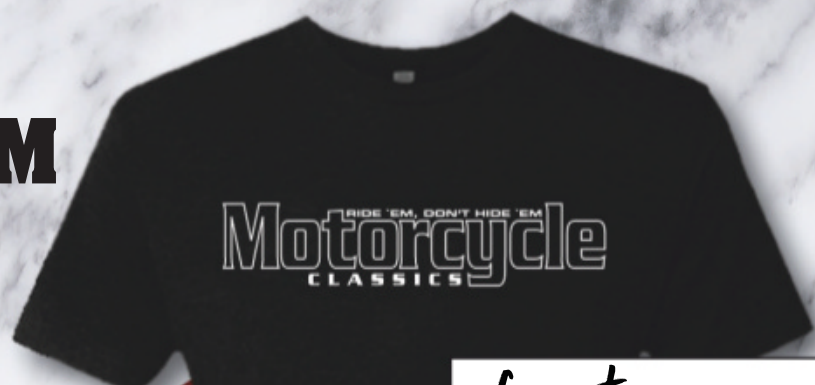
The Bonhams Motoring Department is expanding and seeks additional members for our Los Angeles and New York Motorcar teams. Candidates must have an understanding and passion for collector motorcycles and be highly motivated to learn about the market and how to drive business forward. Core responsibilities include assessing and consigning motorcycle for auction, developing relationships with collectors and traveling extensively.

Please forward your cover letter and resume to  
[jakob.greisen@bonhams.com](mailto:jakob.greisen@bonhams.com)  
[bonhams.com/motorcars](http://bonhams.com/motorcars)

## MOTORCYCLE CLASSICS RIDE'EM DON'T HIDE'EM T-SHIRTS

S-XL ~~\$15.00~~  
 #8933-8936 **\$13.99**

2XL-3XL ~~\$17.00~~  
 #8937-8938 **\$14.99**



front



back

Call (800) 880-7567 or order online at  
[www.MotorcycleClassics.com/Store](http://www.MotorcycleClassics.com/Store)  
 Mention promo code MMCPAJZ2

**Motorcycle**  
 CLASSICS



This rare Velocette Vogue made \$10,925 at Bonhams (right). Also at Bonhams, a “never raced” Ducati Supermono made \$115,000 (below right).

Rarely do Crockers come to market. A few years ago, the E.J. Cole sale sold one for \$300,000-plus. This year, four were available, the highlight being a “Big Tank” bringing over \$700,000. A “Small Tank” sold for \$423,000.

Pre-war BMWs were also on offer. Numerous examples have been coming out of Europe over the years. Low production models always seem to “ring the bell.” An R37, long considered BMW’s first real sport bike sold for \$220,000. A R5 did well while a R71 was reasonable. Even a RS54 was sold.

It’s hard to think of one-third of a million dollars being a reasonable price, but a 1925 Brough Superior SS100 with good history was just that. Even more reasonable was a 1952 Vincent Rapide that was fully restored to a high standard for around \$39,000. Reasonable is relative.

A final highlight was there were new faces and new money here. Maybe it is a healthy economy or a maybe it’s a whole new generation wanting a piece of their past?

New people looking for old bikes never gets old. — *Somer Hooker MC*



The McQueen magic is still in full effect: His 1938 Triumph 5T Speed Twin sold for \$155,000.

Bonhams

53 THE EX-STEVE MCQUEEN, 1938 TRIUMPH 500CC 5T SPEED TWIN	
USD	155,000
GBP	110,000
EUR	137,000
CZK	3,612,000
HKD	228,000
AED	716,000



Join us at the **4<sup>th</sup>** Annual

# RIDE 'EM, DON'T HIDE 'EM *Getaway*

Join the editors of *Motorcycle Classics* for our fourth annual weekend of hanging out with great people and riding and sightseeing in the rolling Laurel Highlands of southwest Pennsylvania. The area is something of a best-kept secret, with miles of two-lane roads weaving their way through the surrounding countryside. Last year's event drew more than 60 riders for a relaxed weekend of riding, and here's what they said:

"Great event for **getting together with other old-bike fanatics**, great area for riding and a nice resort."

"The *Motorcycle Classics* ride was a **shiny, rolling, rumbling, weekend-long immersion** into old bike culture. We had a blast!"

"Excellent group of riders who truly **take pride in their machines** and the opportunity to share with like-minded riders."

"**Great ride, great folks, great food.** My wife is a pillion rider and she enjoyed the event as much as I did!"

We'll roll down miles of fantastic backcountry road through some of the most beautiful farmland in the country, an area punctuated by stunning Amish farms. All packages include lodging at Seven Springs Mountain Resort, a welcome reception, a post-ride homecoming dinner, and breakfast at the resort's Slopeside restaurant. Secure motorcycle storage is also included.

# Motorcycle

CLASSICS

# Motorcycle

CLASSICS



A limited selection of classic 1970s motorcycles – including models from **Ducati, Triumph, Norton, Yamaha, BMW** and more – will be available from Retro Tours as an added option – first come, first served!

**AUGUST 9-11, 2019**  
**SEVEN SPRINGS MOUNTAIN RESORT**  
**SEVEN SPRINGS, PA**

**SPONSORED BY:**

Bonhams



For updates and more information, visit  
***MotorcycleClassics.com/RideEvent***

Reservations can be made directly on the  
Seven Springs Mountain Resort website at:

[goo.gl/5MP7bm](http://goo.gl/5MP7bm)

or call **(866) 437-1300**



# PRESSED STEEL BOXER

## 1929 BMW R11

Story by Alan Cathcart  
Photos by Kel Edge

The early days of BMW more than a century ago saw the company born of a struggle for survival, after the 1918 Treaty of Versailles, which ended World War I, banned the manufacture of aircraft in Germany. BMW (as in Bayerische Motoren Werke AG) had been founded two years earlier in a reorganization of Rapp Motorenwerke, a Munich-based aircraft engine manufacturer, so to stay alive it was forced to turn to making industrial engines, agricultural machinery, toolboxes, office furniture and then finally, in 1923 — motorcycles.

BMW's successful struggle to survive was largely funded by Italo-Austrian banker Camillo Castiglioni (no relation to the former owner of MV Agusta!), who was acclaimed as the wealthiest man and most influential financier in Central Europe during World War I, and who was President of BMW AG until 1929. In 1921 BMW had begun manufacture of its M2B15 flat-twin motor, originally designed by its chief engineer Max Friz as a portable industrial engine. But it was also used in motorcycles such as the Victoria and the Helios, and this gave BMW the inspiration to build its own such bikes. So in 1923, BMW launched the R32, the first motorcycle to be badged as a BMW, at the Paris Show. It featured a 486cc wet-sump side-valve engine with horizontally opposed aluminum cylinders and shaft final drive, a flat twin layout which would forever be associated with the marque. At a time when many motorcycle manufacturers used total-loss oiling systems, the new BMW engine featured recirculating wet-sump lubrication, incorporating a drip feed system to the roller-bearing crankshaft — a then-innovative design used by BMW until 1969.

The R32 was the prototype for all future Boxer-engined BMW motorcycles, and employed a tubular steel frame, like its successor models the R42 and R52. These also featured side-valve motors like their ancestor, but BMW also developed the higher performance overhead valve R47 and R57 494cc duo. 1928 saw the appearance of BMW's first 750-class models, the side-valve











## 1929 BMW R11

**Engine:** 745cc air-cooled sidevalve horizontally opposed twin, 78mm x 78mm bore and stroke, 5.5:1 compression ratio, 18hp @ 3,400rpm

**Top speed:** 62mph (100kmh)

**Carburetion:** Single 24mm BMW

**Transmission:** 3-speed, shaft final drive

**Electrics:** 6v, Bosch magneto

**Frame/wheelbase:** Pressed steel double cradle/52.4in (1,330mm)

**Suspension:** Pressed steel trailing-link fork front, rigid rear

**Brakes:** 7.9in (200mm) SLS drum front, contracting shoe drum on driveshaft, 1.46in (37mm) shoes rear

**Tires:** 3.5 x 19in front and rear

**Weight:** 402.6lb (183kg)

**Seat height:** 28.3in (720mm)

**Fuel capacity:** 3.7gal (14ltr)

R62 and overhead valve R63. The latter remained the sportiest BMW built until the end of the 1920s, with an output of 24 horsepower and a top speed of over 75mph — while like its humbler sister still maintaining the tubular steel frame, with leaf-spring front suspension. But this frame design was increasingly causing reliability problems across BMW's entire model range, particularly when a sidecar was fitted as was then becoming increasingly popular especially on the R62 — both for family use, but also by the Wehrmacht (German army), even before Hitler came to power in January 1933. The increased power and torque of each new generation of BMW engines, coupled with the extra weight of the sidecar's payload led to the frame fracturing, usually around the steering head, where the welds weren't up to the job of supporting all that extra weight. The girder forks also had a propensity for collapsing, so something definitely needed to be done.

### A new frame

At the Berlin Show in November 1928, BMW displayed an entirely new method of constructing its motorcycle frames, the origins of which lay in its acquisition the previous year of

the Dixi car company, then making Austin Sevens under license from the British manufacturer. Dixi's factory in Eisenach also produced railway equipment and track which necessitated the installation of massive 1,000-ton hydraulic presses. So not only did BMW continue making the Austin Seven — rebadged as a BMW Dixi, which thus constituted its entry into the car market — but it also evolved a completely new range of pressed-steel chassis made at Eisenach for its motorcycles, both twins and singles. It would continue using these until 1942, when it reverted to circular and oval-

section steel tubing for its motorcycle frames.

These new, much more robust, pressed steel chassis equipped the two new 750 models launched at the Berlin Show, production of which began in September 1929. The retail cost increased by 5 percent over the steel tube-framed R62/R63 models they replaced carrying the same engines, albeit with a 22-pound weight penalty for the more durable construction of their double-cradle rigid frames. One of these was the 736cc R16 overhead valve twin replacing the R63, 1,106 units of which would be built in the next five years, alongside its side-valve sister, the 30 percent less expensive 745cc R11, which superseded the R62. Progressively







improved year on year in an early demonstration of what would become BMW's traditional development strategy, the R11 was built in five different series up to 1934. Exactly 7,500 examples of this austere but workmanlike model were manufactured in all for both civilian and military use, before it was replaced in 1935 by the R12 using the same 745cc side-valve motor, and as such this represented BMW's first volume production model. The workforce at BMW's Munich factory rose to 3,000 people by the early 1930s once R11 production was in full swing, coupled with a further 1,500 at Eisenach, albeit also building Dixi cars and railway equipment.

BMW's relatively vibration-free flat-twin engine was already noted for its smoothness and refinement, and coupled with its 3-speed shaft-drive transmission and new, more rugged frame and front suspension, this made the side-valve R11 one of the most popular large-capacity motorcycles of its time in Germany, especially with its vaguely Art Deco styling with a black paint scheme and white pinstriping. Notwithstanding its reduced horsepower compared to its overhead valve sister — the R11 produced 18-20 horsepower depending on the year, against the overhead valve R16's 25-33 horsepower — the more humble of the two models sold best, aided by that lower price in delivering substantially increased torque versus its overhead valve sister model, as well as the reduced manufacturing costs of a simpler side-valve engine and easier servicing thanks to the reduced complication of its valve gear.

Besides the frame, BMW also used steel pressings for its new bike's trail-

ing-link fork. The R11's F66 chassis consisted of two large pressings, one for each side of the frame, riveted together at the steering head to form a twin-loop double-cradle chassis, with strengthening cross members mounted across the top of the engine. Substantial gusseting further reinforced the steering head, and provided a place for BMW to position its already famous blue and white roundel badge. The separate 3.7-gallon fuel tank was positioned within the frame and protected by the large gussets, so it was well shielded in the event of a fall in any of the arduous cross-country trials and races the bike was entered in, often with a sidecar attached, let alone in military use.

Fitted with what would become BMW's familiar transverse kickstarter that had been introduced on its Boxer twins for 1928, the R11 also featured many neat touches, like the toolbox contained within the gearbox casing, just below the kickstart mechanism, and the cast-alloy footboards front and rear — the latter in case a passenger seat was substituted for the luggage rack fitted as standard. BMW was also a pioneer in the use of a central stand as on the R11, rather than the less convenient rear stand which had to be clipped onto the mud-guard before departure. Nineteen-inch wheels were fitted front and rear — again, an avant-garde decision by the standards of the day, rather than the then more commonplace larger diameter but narrower rims.

The R11's trailing-link fork was also composed of steel pressings, with a tubular steel loop running from the axles up and over the deeply valanced steel front fender to operate the six-leaf laminated spring constituting the



The trailing-link front fork uses a six-leaf laminated spring with no damping.





The transverse kickstarter lever is visible on the left side of the bike, mounted on the rear of the transmission (above right).

front suspension. There was initially no damping, before the fitting of an adjustable friction damper to the fork for 1932. Braking was provided by a 7.9-inch (200mm) single-leading-shoe front drum, but rather than a rear brake located in the wheel, BMW rather curiously mounted one acting on the final drive shaft, initially with 1.46-inch (37mm) shoes in a three-rib housing before these were increased in size for 1930 to 2.2 inches (55mm), in a four-rib casing. The R11 weighs 403 pounds dry, with an unusually forward-looking 53/47 percent frontal weight bias. In spite of its increased cubic capacity, the robust R11 was somewhat of a sluggard, with a top speed which never exceeded 62mph during its five years of production, against its costlier overhead valve R16 sister's eventual 78mph in 1932 guise onwards.

### Not speed, but torque

The M56 flat-twin side-valve engine powering the R11 measured a very modern square 78mm x 78mm for 745cc, and was a carryover from the previous tube-frame R62 model which the R11 had replaced, with cast iron cylinders mounted on a light-alloy

crankcase, and the oil supply carried in the sump, rather than in a separate oil tank as was then almost ubiquitous elsewhere. While running a lowly 5.5:1 compression ratio and originally fired by a Bosch magneto (lighting was an optional extra) it produced 18 horsepower at 3,400rpm, albeit with plenty of low-down torque. That torque was a key reason for the R11's popularity, especially in sidecar use, coupled with a 3-speed gearbox with hand-shift on the right and shaft final drive via a single-plate clutch. Initially, the R11 was fitted with BMW's own triple-jet 24mm carburetor serving both cylinders, although for 1932 and the third-series model this was replaced by a bought-in same-size Berlin-made SUM

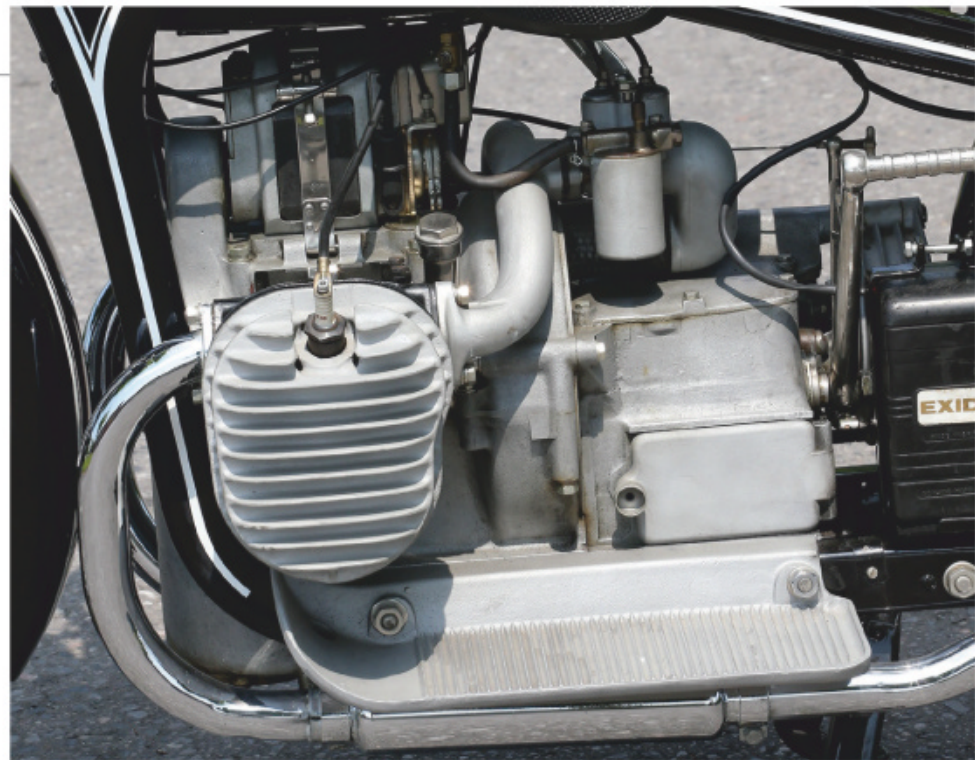
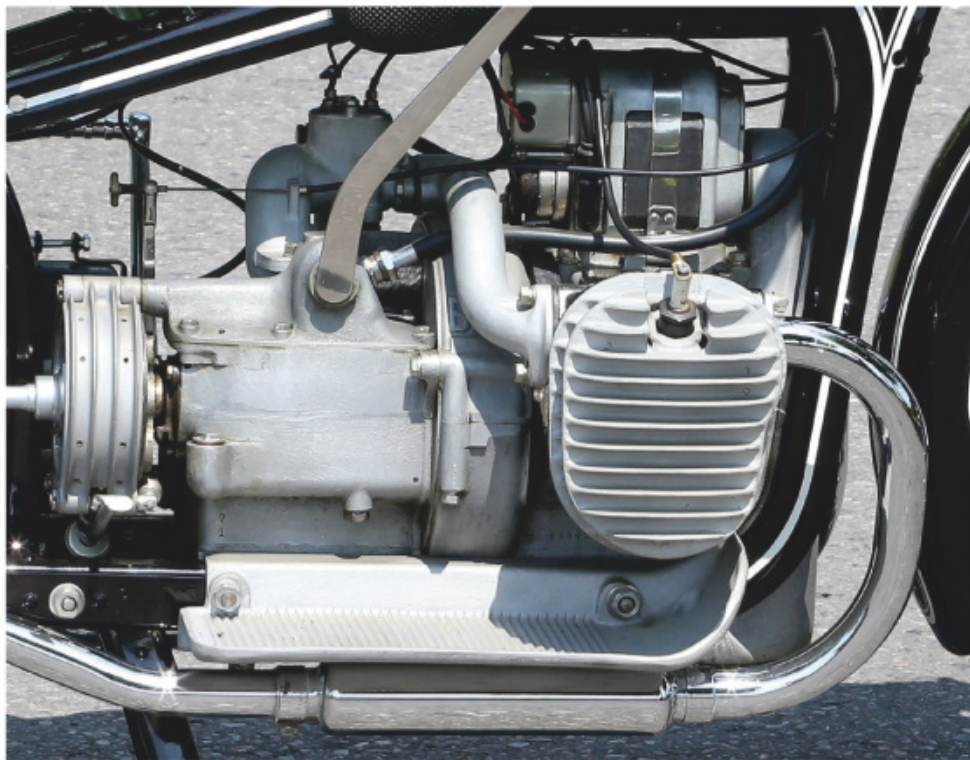
## The Sammy Miller Museum

The Sammy Miller Museum ([sammymiller.co.uk](http://sammymiller.co.uk)) in New Milton, Hampshire, U.K., is crammed full of interesting machines — including factory prototypes and numerous ingenious designs from all over the world. It also counts one of the world's largest collections of exotic racing bikes, all of them in running order and including the legendary Moto Guzzi 500 V8, the supercharged AJS 500 V4 and post-war Porcupine, and innumerable famous bikes from Triumph, Norton, AJS, Velocette and many more. There are also offroad enduro, motocross and trials icons. The museum is open to visitors daily from 10 a.m. year-round.



From left: Bob Stanley, Sammy Miller and Alan Cathcart.





The 745cc horizontally opposed twin made just 18 horsepower at 3,400rpm. The single carburetor sits above the gearbox.

CK3/500 carb, which aided cold starting by having pre-heated secondary air drawn through a tube from the exhaust manifold. The 1934 final version of the bike finally featured twin carbs, a pair of 25mm Amals made under license from the U.K. by Fischer in Frankfurt. This also had the hand gearshift lever mounted closer in to the fuel tank, operating within a pad attached to the top of the frame.

The R11's lengthways crankshaft originally featured twin-row big-end roller bearings, but for 1933 this was replaced by single-row caged rollers. The following year the final fifth-series version of the M56 engine saw the camshaft now driven off the front of the crankshaft by a quieter roller timing chain, instead of gears, and it also featured battery and coil ignition for the first time on any BMW motorcycle. Coupled with the twin Amal carbs, this increased power to 20 horsepower at 4,000rpm (though there was still a less powerful single-carb version made for the Wehrmacht), and a few R11 Series 6 motorcycles were also built with a 4-speed transmission, as a precursor to the R12 which replaced it for 1936 — still with a pressed-steel frame, but with the added benefit of the first telescopic fork with hydraulic damping.

### A landmark motorcycle

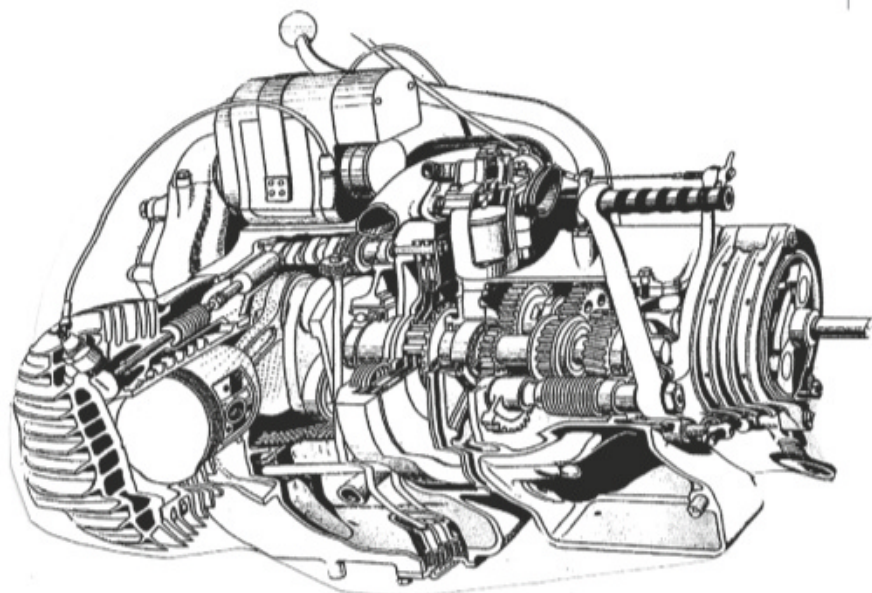
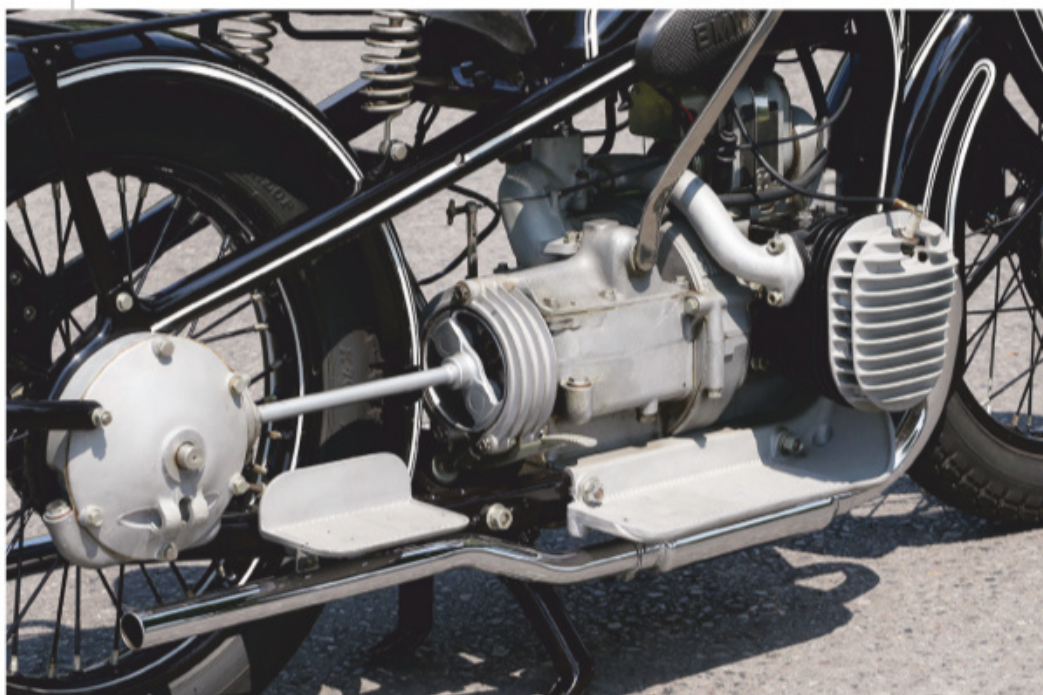
With 7,500 examples built over its five-year production span — a significant number for any manufacturer back then — the BMW R11 isn't that much of a rarity nowadays, but it is an important landmark in the development of Germany's largest manufacturer. It even has a recent claim to movie stardom, with an appearance

in Wes Anderson's 2014 film, *The Grand Budapest Hotel*, set in the 1930s, as the bike ridden by Willem Dafoe's hoodlum character J.P. Jopling.

A fine example of the first series 1929 model is to be found in the Sammy Miller Museum ([sammymiller.co.uk](http://sammymiller.co.uk)) on Britain's South Coast bearing frame No. P1450 and engine No. 65542 — early numbers denoting that it comes from the very first year of production. Sammy bought the BMW in a disassembled state at a nearby auction back in the 1990s, with the cylinder barrels missing. "I thought perhaps the previous owner had sent them off for a rebore," Sammy says. "I went through the Yellow Pages and after about 20 phone calls — bingo! A chap in a Portsmouth workshop had the barrels, and he was pleased to get some money for them, so we could complete the bike and put it on display in the Museum." The chance to take the finished result for an afternoon spin provided a window on the world of the early 1930s, when robustness and durability were keen attributes of BMW's lineup that were appreciated in export markets like Italy and France, as well as in Germany — and the U.K., where this bike was delivered new, as attested by its miles per hour speedometer by VDO.

### On the road

To start the R11 you must follow a procedure introduced only the previous year by BMW, which later became commonplace on all their models. Put it on its easy-on/easy-off center stand, then stand on the left side of the bike, tickle the single carb till it's properly flooded, retard the ignition via the left twistgrip, then



A period drawing of the R11 engine (above). A single-plate clutch transfers power to the shaft drive (at left).





pull out the kickstarter attached to the rear of the gearbox from its place above the large Exide battery, then kick with your right foot while working the right twistgrip's throttle to catch it as it fires into life. With its lowly 5.5:1 compression the R11 is easy to start, with a pleasant but subdued though still distinctive crack from the exhaust, which could only be from a flat-twin BMW with its 180-degree crank. Climb aboard the comfortable Pagusa rubber seat which has enough travel in its springs to obviate the lack of any rear suspension, and look for the cast-alloy footboards nestling beneath the well-finned cylinders. Grasp the wide handlebar which gives heaps of leverage for hustling the BMW through city streets and winding country lanes, then grab the light-action clutch lever on the left, and insert bottom gear by pulling the gear lever up and back with your right hand. However hard I tried I couldn't avoid graunching the gear as it went in, but being super low, it was soon time to change up to second by pushing the lever down and away from me, and that was much smoother, ditto the shift to third (top) gear. The R11's sidevalve engine is so torquey that it was happy to stay in top gear even for slow 15-20mph bends, requiring no clutch slip to motor cleanly away from a slow speed, up to a comfortable 50mph cruising speed.

I'd expected this vintage BMW to have a relatively modern feel, but instead the riding position was a little curious, with the seat down low and handlebar quite high, and though the long footboards let me put my feet where I wanted to, there wasn't quite enough space for me to use the forward section, else the toes of my boots would have got burnt by the heat off the cylinders as I wedged them in. You'll want to avoid bumps

in the road surface wherever possible, with no rear suspension and a practically rigid front end as well — those laminated leaf springs didn't have a lot of give in them, so the BMW front end would hop upwards when I hit a serious bump. The 7.9-inch (200mm) front brake worked pretty well, which was fortunate since the rear transmission brake was quite ineffective — no wonder they increased the width of the shoes after this first-year model. But by the standards of the day the BMW flat-twin was both practical and dependable, thanks to its robust construction and its engine's deep reserves of torque.

The debut of the R11 model exactly 90 years ago this year came at a time when the onset of the Great Depression in the U.S. had produced a severe shockwave in Germany. Unemployment grew rapidly, already reaching 4 million by 1930, and it's something of a miracle that so many examples of this model were manufactured — and sold — during a period of massive recession in its home market, up to and including the end of its production in 1934, during a time when Germany's postwar Weimar Republic was crumbling. But the fleets of such BMWs in military guise equipped with sidecars became an ever more regular feature of Hitler's rule — such as the 400 R11 sidecar outfits carrying 1,200 Wehrmacht soldiers between them, which paraded past the Führer in Berlin on April 20, 1936, to celebrate his 47th birthday. Within four years they would be used on the battlefields of Europe, many of them never to return. Sammy Miller's survivor has spent all its life in Britain, as a demonstration of German series production excellence at the most difficult time economically in the modern era — well, up until 2008, at least. **MC**



# THE **BEST OIL** ON PLANET EARTH.

WWW.SPECTRO-OILS.COM



WWW.SPECTRO-OILS.COM | 800-243-8645  
THEOILEXPERTS@SPECTRO-OILS.COM

MADE IN THE USA SINCE 1966.

ENGINEERED SPECIFICALLY FOR YOUR  
CLASSIC MOTORCYCLE SINCE 1966.

THE OIL EXPERTS SINCE 1966.

@SPECTROOILS



**STEIN  
DINSE**



## *Perfectly through the season!*

**TOMMASELLI**

**More accessories  
for making your  
bike quite special...**

**...like these universal  
headlights...**

079638275-Z



For classic Ducati, Moto Guzzi and Benelli

**OUR LOCAL  
MOTO GUZZI PARTNER:**



**MG CYCLE**

601 Ogden Ave,  
Albany, WI. 53502 USA  
+1 608-862-2300  
info@mgcycle.com



**Moto Guzzi**

**Ducati**

**Aprilia**

**Brembo**

**Dellorto**

**Accessories**

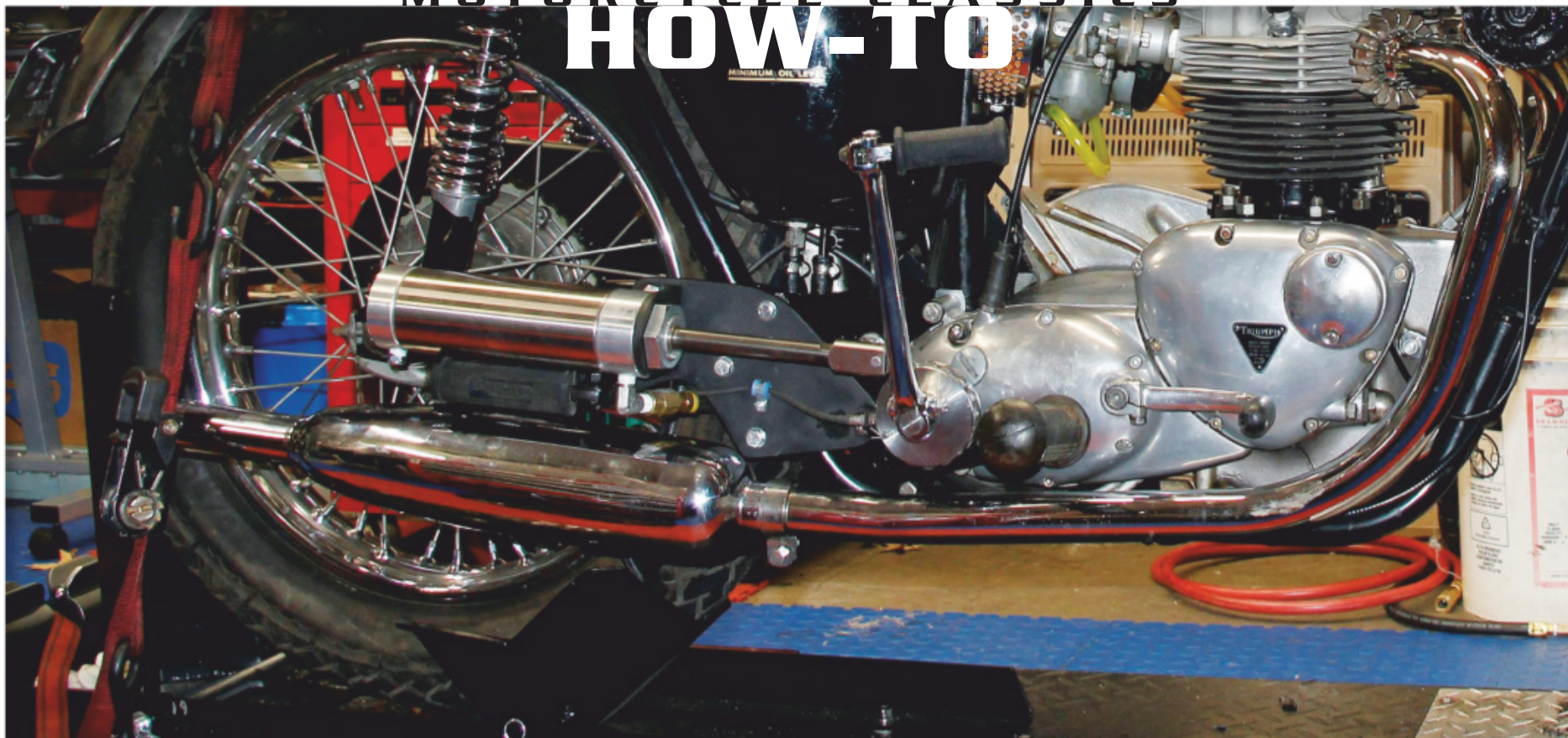
Benedikt Viro

0049 531 123 300 41

BViro@stein-dinse.com

# www.stein-dinse.com





The KickMagic system, installed and ready to go. The large pneumatic cylinder above the muffler aids in starting the bike.

## KickMagic pneumatic-assist starter install

**A**s we get older, it's a fact that our desire to ride our classic bikes can be in conflict with our ability to kickstart them. For some of our classic bikes, there are aftermarket electric start options, (see our Alton starter How-To at [bit.ly/alton-starter](http://bit.ly/alton-starter)). Some of the very last Triumphs, twins and triples, had electric starters. Until now though, there's never been an aftermarket kit to retrofit earlier Triumph twins with an assisted kickstart. Those of us with artificial joints (hips, knees, etc.) who still want to ride but don't want to risk physical injury due to kickbacks can finally find some relief. The Classic Bike Experience in Essex, Vermont ([classicbikeexperience.com](http://classicbikeexperience.com)), American importers of the Alton starter for Norton motorcycles, have developed an air-powered kickstart assist. Once installed, you will still be using the kickstarter, but the effort will be greatly reduced. We'll show you how to install it on a 1968 Triumph Bonneville.

The installation of the electronic controls is fairly easy. Slightly more time consuming is the careful placing of the

actuator itself. Keep in mind that though these machines left the factory fairly standard, years of modifications and restorations may have changed them. Be prepared to do some fitting. The instructions supplied with the kit are detailed and well illustrated.

It's also helpful to have a compressed air supply available for testing this system during assembly. If you have a shop compressor, or even a small pancake compressor, that will do. Plan on a full day's work, and as always, the relevant shop manual and parts diagrams are very helpful for parts identification and proper torque specs. The air bottle can be filled at your local scuba shop with high-pressure air. We had our bottle filled to 4,500psi before starting the installation.

For more information on the inspiration, design and prototyping of the KickMagic system, read an online exclusive story at [bit.ly/kickmagic-design](http://bit.ly/kickmagic-design)

To see a short video demonstrating how easy our Bonneville started after installation, visit [MotorcycleClassics.com/start](http://MotorcycleClassics.com/start)



**1** Here are the contents of the kit laid out before we get started. The leather satchel holds the air bottle. There are also several bags of nuts and bolts not shown.



**2** Start as always by disconnecting the battery. For this installation, it's necessary to remove the battery tray so that the solenoid can be installed in the space below the tray. Continue and remove the side cover, gas tank and kickstart lever too.

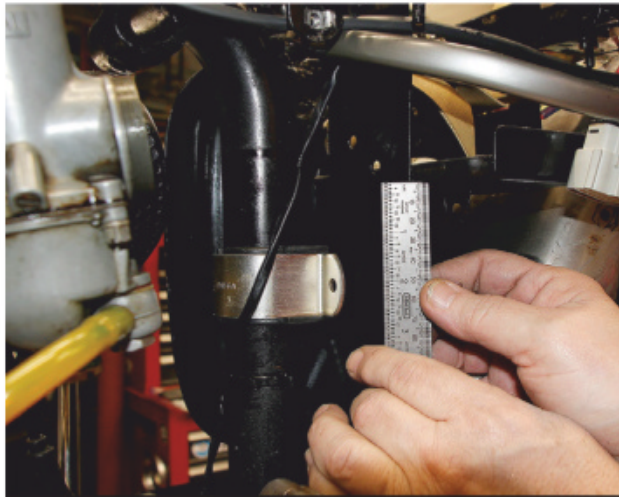


**3** Remove the bolts holding the handlebar P-clamps in place and raise the bars far enough to be able to pass the control cable socket under one side.





**4** Install the control panel using the two socket head bolts from Bag D. Run the wiring harness forward under the bars and then left along the frame tube toward the side cover where they will connect to the control box. Use the supplied zip ties to tidy up the wiring.



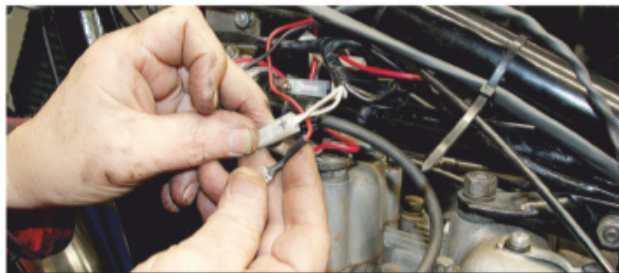
**5** Test fit the solenoid bracket to the solenoid. Assemble the solenoid clamp and bracket to the frame down tube, leaving at least 1 inch of clearance under the battery box.



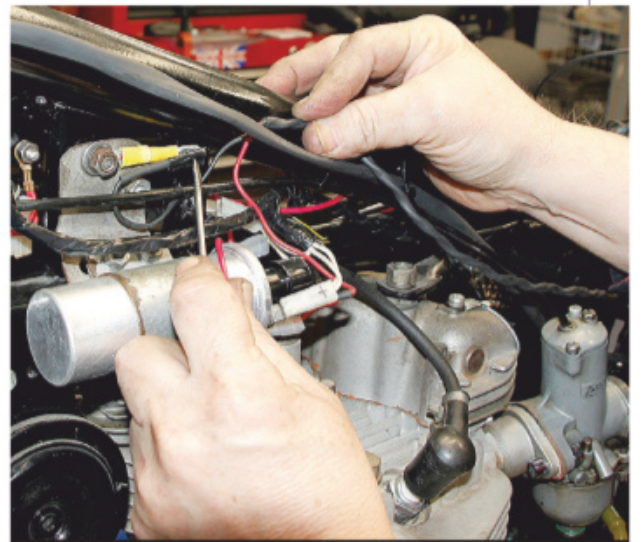
**6** Route the 32-inch inlet hose up and back along the rear fender, clamping it to the rear fender brace with the supplied clamp. Thread the 20-inch outlet hose in front of the oil lines from the bottom of the oil tank and clamp it to the top engine mounting bolt using the supplied clamp.



**7** Connect the main harness to the solenoid assembly and proximity sensor assembly. Route the proximity sensor and cable to the right side of the bike following the outlet hose but leave it hanging for now. Run the power leads forward along the top frame tube.



**8** Our test bike has been converted to 12v negative ground, so our fuse lead is on the positive side of the battery. Regardless of how it's grounded, red goes to positive, black to negative. In our bike, we connected the red lead to the white switched power lead on the ignition coil. The KickMagic is designed to work with both positive and negative ground electrical systems, just follow the instructions appropriate for your machine.



**9** The black lead was connected directly to a good frame ground, which we made from a ring connector and a female spade connector joined by a piece of copper wire.



**10** Fit the supplied rubber strip to the lip of the tool compartment. Carefully press the electronics module into the space formerly occupied by the tool roll. It's a snug fit, so take your time and work it in place.



**11** Connect the wiring harness to the two terminals of the control module. The harness is keyed so you can't make a wrong connection.



**12** The actuator mechanism mounts to the kickstart shaft and extends it so you can refit the kickstarter. It's important to make sure the mechanism is a good sliding fit on the starter shaft. Due to years of use it may be necessary to use emery cloth, a file or a Dremel tool on the starter shaft to remove and smooth any burrs. Take your time and get it right without going too far. We were lucky; ours was in good shape.





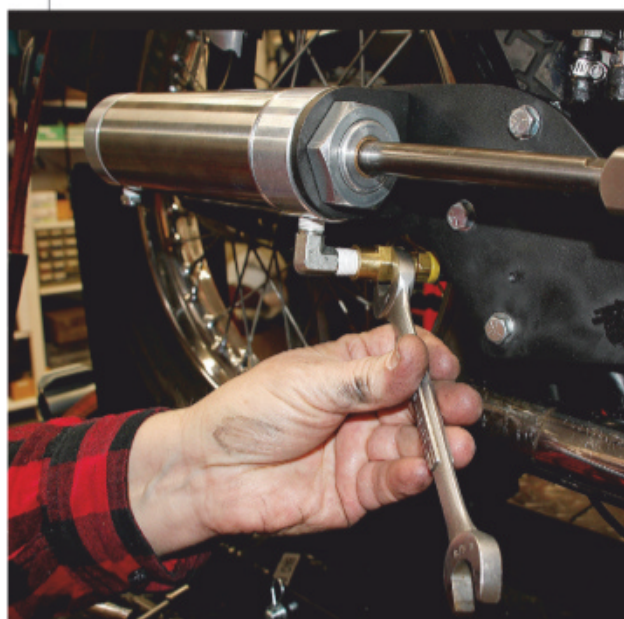
**13** Now that the controls are in place it's time to test the electronics. Turn on the key and you should see the LEDs on the control panel sequence three times red, amber, green. Press the left button and the red LED should light. Hold the proximity sensor near a piece of steel and the amber LED should light. Press the right button and the green LED should light and you should hear the solenoid engage for five seconds.



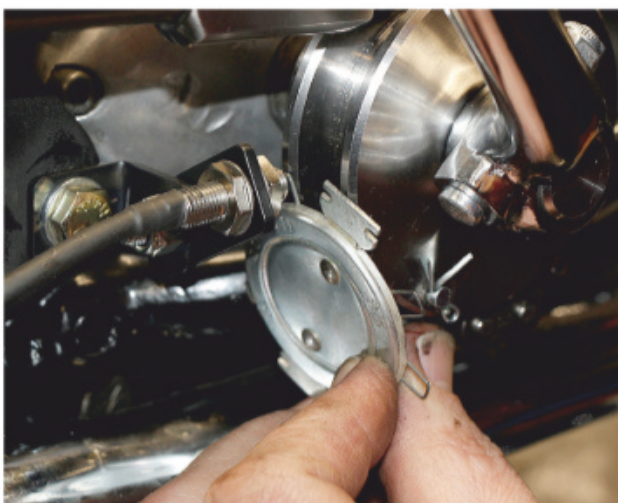
**14** The boost cylinder mounts over the engine plate, using the supplied spacers, and replaces the muffler plate. We found that the longest engine mounting bolt supplied was not long enough to reach through the proximity sensor mounting plate, through the rest of the kit and allow for a washer and the nylock nut on the inside so we used a longer bolt not shown here.



**15** After placing the booster assembly on the frame, snug down the bolts and carefully check the alignment between the boost cylinder and the chain. This is where the fitting we mentioned earlier will come into play.



**16** Attach the air hose to the boost cylinder using the supplied teflon tape and a 3/4-inch wrench.



**17** Install the proximity sensor and align it with the inner rim of the chainwheel. Pull the kickstart lever back slightly and arrange for a .040-inch gap between the sensor and the rim of the chainwheel.



**18** Install the satchel and air bottle and connect the air bottle to the air line. Turn the low pressure regulator knob until the pressure gauge reads about 50psi. Test the system again as in Step 13. This time you should see the air cylinder pulling the kickstart lever back.



**19** Final calibration of the air pressure is trial and error. With too much pressure the air cylinder will try to initiate the kick without you. With too little you expend more effort than needed. After testing at 50psi (shown), set it to 85psi. That's a good place to start and you can adjust up or down from there as needed.



**20** Turn on the ignition, wait for the system to reset, then press the left button to arm the system. Slightly depress the kickstart to the point of compression, look for the amber light to be lit, then press the right button to charge the cylinder. With just an easy press on the kickstarter, the cylinder takes over most of the effort.



**21** Here is the finished installation. At first glance you hardly notice the add-on, and it doesn't look out of place when you do. If you need help getting your 650 or 750 Triumph twin started, this could be the answer.



*"When the time is right...  
will you be ready?"*

Fire it up with KickMagic!  
pneumatic starter kits

- EASIER kick starting
- SAFER with no kickbacks
- FASTER engine starting RPMs

Created & built by The Classic Bike Experience in Essex, Vermont

**KickMagic**  
Phone: 802.878.5383

**For vintage Triumph owners  
who want some extra 'umph  
in their kickstart!**

**KICKMAGICSTARTER.COM**

www.elektronik-sachse.de

**ELEKTRONIK SACHSE MP**  
GmbH & Co. KG

Digital Ignition Systems | Alternator Regulators  
Classic Tachometers | Accessories  
For Vintage Motorcycles and Classic Racing  
2- and 4-stroke  
Moto Guzzi, Ducati, BMW, BSA, Honda, Yamaha, etc.

Busestraße 26a | 28213 Bremen | Germany  
fon +49 (0) 5409 9069826 | mail [Info@elektronik-sachse.de](mailto:Info@elektronik-sachse.de)

We Make Water Burn!™

**K100**  
FUEL TREATMENT

**Prevent Fuel Problems!**

- Eliminates water from fuel systems
- Increases power & performance
- Lubricates & cleans
- Stabilizes fresh fuel & revitalizes old fuel

Eliminating water in fuel systems since 1965 **800.530.6935**

**K-100.COM**

**Job Cycle** SINCE 1978

**Norton BSA TRIUMPH**

**"WHEN YOU WANT IT DONE RIGHT THE FIRST TIME"**

**VINTAGE SERVICES**

- Complete rebuilding of all Vintage British, Japanese & American motorcycle engines & transmissions.
- Valve jobs, cylinder boring and sleeving.
- Welding, custom machining, chroming, powder coating
- High performance and racing modifications.
- Complete wheel rebuilding

**Complete repair service**

**CUSTOM REMANUFACTURING AND MACHINING**

- Precision parts fabrication.
- One-off and reproduction parts.
- Professional Welding Services.

**BRITISH PARTS**

- NOS
- Reproduction
- Large used parts inventory

**86 BOSTON TURNPIKE, (ROUTE 44) WILLINGTON, CT 06279**  
**860-848-0607**  
FAX 860-487-9916

**Daily Shipping Worldwide**

**VISIT OUR WEBSITE: [www.jobcycle.com](http://www.jobcycle.com)**  
**EMAIL: [info@jobcycle.com](mailto:info@jobcycle.com)**



## “The specs call for the points to open between 1.8 and 2.0mm before TDC.”

### Commando question

**Q:** After letting my 1974 Norton 850 Commando sit for around four years I began to fit some new parts and upgrades. Among them is a Yamaha 650 reed valve which has been installed on the breather hose which exits at the right rear area of the engine. The bike now seems harder to kick over than it did a few years ago. Could this be caused by the valve? I also replaced the oil seal on the left side of the crankcase which required the removal of the primary but it seems doubtful that this could be the cause of the starting problem. It is as if the bike has more compression than before. Thanks.

Pete Morland/via email

**A:** The only way I can think that valve would make starting more difficult would be if it was installed backwards. Remove it and blow through the valve. One way will let air through and the other won't. We'll call the one that does the inlet. Install the inlet to the timing chest at the right rear of the engine.

### Rectifier location

**Q:** I am currently restoring a 1966 Suzuki T20. However, some of the parts were disassembled when I picked it up. One area in particular is battery/rectifier mounting. Where is the rectifier mounted? Also, there is a clip attached to the battery box that is made of copper or brass. What is that? Any help would be great. Thank you.

Wayne Aretz/via email

**A:** I had no idea where that rectifier was located, so I had a look at the schematic on cmsnl.com to see if they could help. It's not the clearest scan, but it looks like it bolts to a lug on the left side of the top left frame tube right in front of the cross bar toward the rear. As for that clip, a couple of things on that same schematic are possible answers, either the battery holder plate, or more likely, the brake switch holder bracket.

### Suzuki timing

**Q:** Greetings. I acquired a non-running Suzuki TC185. I tested it for compres-



Ready to take your classic queries: Tech Editor Keith Fellenstein.

sion and it showed more than 100psi. Next I replaced the points, condenser and the coil. Before it had no spark, but all the electrics worked great. Now I have strong spark, but the bike still won't fire. I believe the timing must be off since the screws were all loose on the plate. Can I set the timing without the engine running, or at least get close so I can get it started and play with it? I would appreciate your advice.

Steve Vancamp/via email

**A:** All I can find is info on a TS185 single. It says to use a buzz box or light on the black wire to the coil. Turn the ignition on and rotate the flywheel counterclockwise until the tester indicates the points are open. At that point look at the dimple on the case at about the 11 o'clock mark and see if it coincides with a line on the flywheel. If it doesn't, you have to remove the flywheel to move the magneto plate, loosely reinstall the flywheel and test again. Repeat until correct.

### Cimatti mysteries

**Q:** Hi, Keith. I enjoy reading your column. My question is simple, I think. I am doing repairs on a 1968 Cimatti C100 (Costuruzioni Morini Franco), Engine No. N001341. It uses an ASL226S Dansi magneto. How many degrees (or millimeters) before top dead center should the engine fire?

Graham Quisenberry/via email

**A:** That's a tough one. I'm not at all familiar with that brand. If you have easy access to the flywheel over the magneto, look closely at the perimeter of the flywheel. Oftentimes there are two marks on the flywheel, one for TDC and one before TDC for when the points should open. Those should line up with another scribed or cast mark or notch on the case itself. I'll keep looking for a definite answer. Thanks for a tough question. *Update:* I have since received a phone call from Graham's mechanic, who had better luck than I digging up information on the timing. The specifications call for the points to open between 1.8 and 2.0mm before top dead center. He also said there were no marks anywhere on the flywheel or case for reference points.

### Correction

**A:** From the how-wrong-can-I-be department, here's a correction to last issue's column. Reader Leon Hogan writes in with this Suzuki advice. — Keith

“Hello, Keith, I am writing about a question you received for the March/April issue from Dwight Plucker about adding gauges to his 1981 Suzuki GS1000G. I am the owner of a 1980 Suzuki GS1000G, and the last gauge you want to put on these bikes is an oil pressure gauge. This version of the GS engine uses a roller bearing crank and the oil system works on flow not pressure. I had made the mistake of installing an oil pressure gauge on mine and proceeded to figuratively have a stroke when I discovered it had virtually no oil pressure at idle when warm. Removal of the valve cover and running the engine showed plenty of oil was reaching the top end. Further research showed the switch for the oil light was for indicating no flow, not low pressure. However, a compact digital voltmeter is very important to have on these old Suzukis.”

Email questions to  
keithsgarage@motorcycleclassics.com



# HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

1,000+ Stores Nationwide • HarborFreight.com

**U.S. GENERAL** SERIES 2

**SUPER COUPON**

## 44" x 22" DOUBLE BANK EXTRA DEEP CABINETS

- 14,000 cu. in. of storage
- 2600 lb. capacity
- Weighs 291 lbs.

Customer Rating  
★★★★★

**HOLDS 20% MORE**



**SAVE \$2,285**

**YOUR CHOICE OF COLOR \$449.99**

**COMPARE TO \$2,735**  
SNAP-ON MODEL: KRA4813FPB0

**\$479.99**

- BLUE**  
ITEM 64444  
64445  
64446 shown
- BLACK**  
ITEM 64441  
64442  
64443 shown
- RED**  
ITEM 64134  
64281  
64133 shown
- GREEN**  
ITEM 64954
- ORANGE**  
ITEM 64955
- YELLOW**  
ITEM 64956

37881903

LIMIT 1 - Coupon valid through 8/16/19\*

**HaulMaster** SERIES 2

**SUPER COUPON**



**40" x 72" MOVING BLANKET**

**SAVE 20%**

Customer Rating  
★★★★★

**NOW \$3.99**

**\$4.99**

ITEM 69504/62336/47262 shown

37887911

LIMIT 5 - Coupon valid through 8/16/19\*

**PITTSBURGH** 11 SELLING JACKS IN AMERICA

**SUPER COUPON**

Customer Rating  
★★★★★

## RAPID PUMP® 1.5 TON LIGHTWEIGHT ALUMINUM FLOOR JACK

- 3-1/2 pumps lifts most vehicles
- Lifts from 3-1/2" to 14-1/8"
- Weighs 34 lbs.

**SAVE \$91**

**COMPARE TO K TOOL \$151.42**

**NOW \$59.99**

**\$79.99**

MODEL: KT163094

ITEM 64545/64552/64832/64980

68053/62160/62496/62516/60569 shown

37899810

LIMIT 2 - Coupon valid through 8/16/19\*

**PITTSBURGH** 11 SELLING JACKS IN AMERICA

**SUPER COUPON**

## CLICK-TYPE TORQUE WRENCHES

**LIFETIME WARRANTY**

• Reversible

DRIVE	ITEM
1/4"	61277/63881/2696/94735
3/8"	61276/63880/807/94892
1/2"	62431/63882/239/94850

Item 239 shown

**COMPARE TO HUSKY \$89.97**

MODEL: H20TWA

**SAVE 88%**

**\$19.99**

**YOUR CHOICE \$9.99**

37918251

LIMIT 4 - Coupon valid through 8/16/19\*

**COVERPRO**

**SUPER COUPON**

## 10 FT. x 17 FT. PORTABLE GARAGE



Customer Rating  
★★★★★

**NOW \$169.99**

**\$199.99**

**COMPARE TO SHELTER LOGIC \$290.75**

MODEL: 76377

ITEM 62859/63055/62860 shown

37952976

LIMIT 1 - Coupon valid through 8/16/19\*

**PITTSBURGH** 11 SELLING JACKS IN AMERICA

**SUPER COUPON**

## 1000 LB. CAPACITY MOTORCYCLE LIFT

- Diamond plated steel platform and ramp
- Lift range: 7" to 29-1/2"

**\$399.99**

**NOW \$299.99**

**\$829.99**

**COMPARE TO DIRECT-LIFT MODEL: 873100**

**SAVE \$530**

ITEM 69904/68892 shown

37893582

LIMIT 1 - Coupon valid through 8/16/19\*

**HARDY**

**SUPER COUPON**

## MECHANIC'S GLOVES

Customer Rating  
★★★★★

**\$5.99**

**NOW \$4.99**

**COMPARE TO VALED \$14.99**

MODEL: 25521

**SAVE 66%**

ITEM 62434, 62426, 62433, 62432, 62429, 64178, 64179, 62428 shown

37904174

LIMIT 5 - Coupon valid through 8/16/19\*

**PITTSBURGH** 11 SELLING JACKS IN AMERICA

**SUPER COUPON**

## MOTORCYCLE STAND/WHEEL CHOCK



Customer Rating  
★★★★★

- 1800 lb. capacity

**NOW \$44.99**

**\$59.99**

**COMPARE TO BAXLEY \$279.99**

MODEL: FCYSTAM102

**SAVE \$235**

ITEM 61670/97841 shown

37932964

LIMIT 3 - Coupon valid through 8/16/19\*

**PITTSBURGH** 11 SELLING JACKS IN AMERICA

**SUPER COUPON**

## DIRT BIKE STAND

Customer Rating  
★★★★★

- 1000 lb. capacity

**NOW \$19.99**

**\$29.99**

**COMPARE TO BLACK WIDOW \$49.99**

MODEL: MX-STAND-ALUM-LITE

**SAVE 60%**

ITEM 67151

37962947

LIMIT 4 - Coupon valid through 8/16/19\*

**CHICAGO** ELECTRIC POWER TOOLS

**SUPER COUPON**

## RECIPROCATING SAW WITH ROTATING HANDLE



Customer Rating  
★★★★★

**COMPARE TO PORTER-CABLE \$59.98**

MODEL: PCE360

ITEM 65570/61884/62370 shown

37894671

Blade sold separately.

**SAVE 66%**

**\$28.99**

**NOW \$19.99**

LIMIT 4 - Coupon valid through 8/16/19\*

**PITTSBURGH** 11 SELLING JACKS IN AMERICA

**SUPER COUPON**

## HEAVY DUTY CHAIN BREAKER



Customer Rating  
★★★★★

**COMPARE TO TRU-PITCH \$19.99**

MODEL: PE2580

ITEM 66488

37910070

**SAVE 50%**

**\$15.99**

**NOW \$9.99**

LIMIT 4 - Coupon valid through 8/16/19\*

**PITTSBURGH** 11 SELLING JACKS IN AMERICA

**SUPER COUPON**

## MECHANIC'S ROLLER SEAT



Tools sold separately.

**COMPARE TO ACDELCO \$49.99**

MODEL: 34803

ITEM 61653/3338 shown

37933674

**SAVE 60%**

**\$26.99**

**NOW \$19.99**

LIMIT 3 - Coupon valid through 8/16/19\*

**PREDATOR**

**SUPER COUPON**

## 3500 WATT SUPER QUIET INVERTER GENERATOR



**COMPARE TO HONDA \$2,019**

MODEL: EU3000iS1A

37964109

**11 hour run time**

**NOW \$699.99**

**\$769.99**

**SAVE \$1,319**

ITEM 63584

LIMIT 1 - Coupon valid through 8/16/19\*

**CENTRAL PNEUMATIC**

**SUPER COUPON**

## 3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS



Customer Rating  
★★★★★

**Air delivery: 0.6 CFM @ 90 PSI**

**COMPARE TO PORTER-CABLE \$98.62**

MODEL: PCFP02003

37897756

**SAVE 59%**

**\$50.99**

**YOUR CHOICE \$39.99**

ITEM 69269/97080 shown

ITEM 61615/60637 95275 shown

LIMIT 3 - Coupon valid through 8/16/19\*

**drillmaster**

**SUPER COUPON**

## 1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)



Customer Rating  
★★★★★

**COMPARE TO BLACK+DECKER \$28.06**

MODEL: HG1300

37911490

**SAVE 67%**

**\$14.99**

**NOW \$8.99**

ITEM 62340/62546/63104/96289 shown

LIMIT 4 - Coupon valid through 8/16/19\*

**CHICAGO** ELECTRIC POWER TOOLS

**SUPER COUPON**

## 1/2" ELECTRIC IMPACT WRENCH



Customer Rating  
★★★★★

**SAVE \$109**

**\$149**

**COMPARE TO KOBALT MODEL: 6904**

ITEM 61173/31877/69606/68099 shown

37962726

**SAVE \$109**

**\$39.99**

**NOW \$47.99**

LIMIT 2 - Coupon valid through 8/16/19\*

**HaulMaster**

**SUPER COUPON**

## 18" x 12" MOVER'S DOLLY



**COMPARE TO BUFFALO TOOLS \$22.99**

MODEL: HOFDOLLY

37964530

**SAVE 65%**

**\$10.99**

**NOW \$7.99**

ITEM 60497/61899/63095/63096/63097/63098 shown

LIMIT 4 - Coupon valid through 8/16/19\*

\*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/16/19.

At Harbor Freight Tools, the "Compare to" price means that the specified comparison, which is an item with the same or similar function, was advertised for sale at or above the "Compare to" price by another national retailer in the U.S. within the past 90 days. Prices advertised by others may vary by location. No other meaning of "Compare to" should be implied. For more information, go to HarborFreight.com or see store associate.

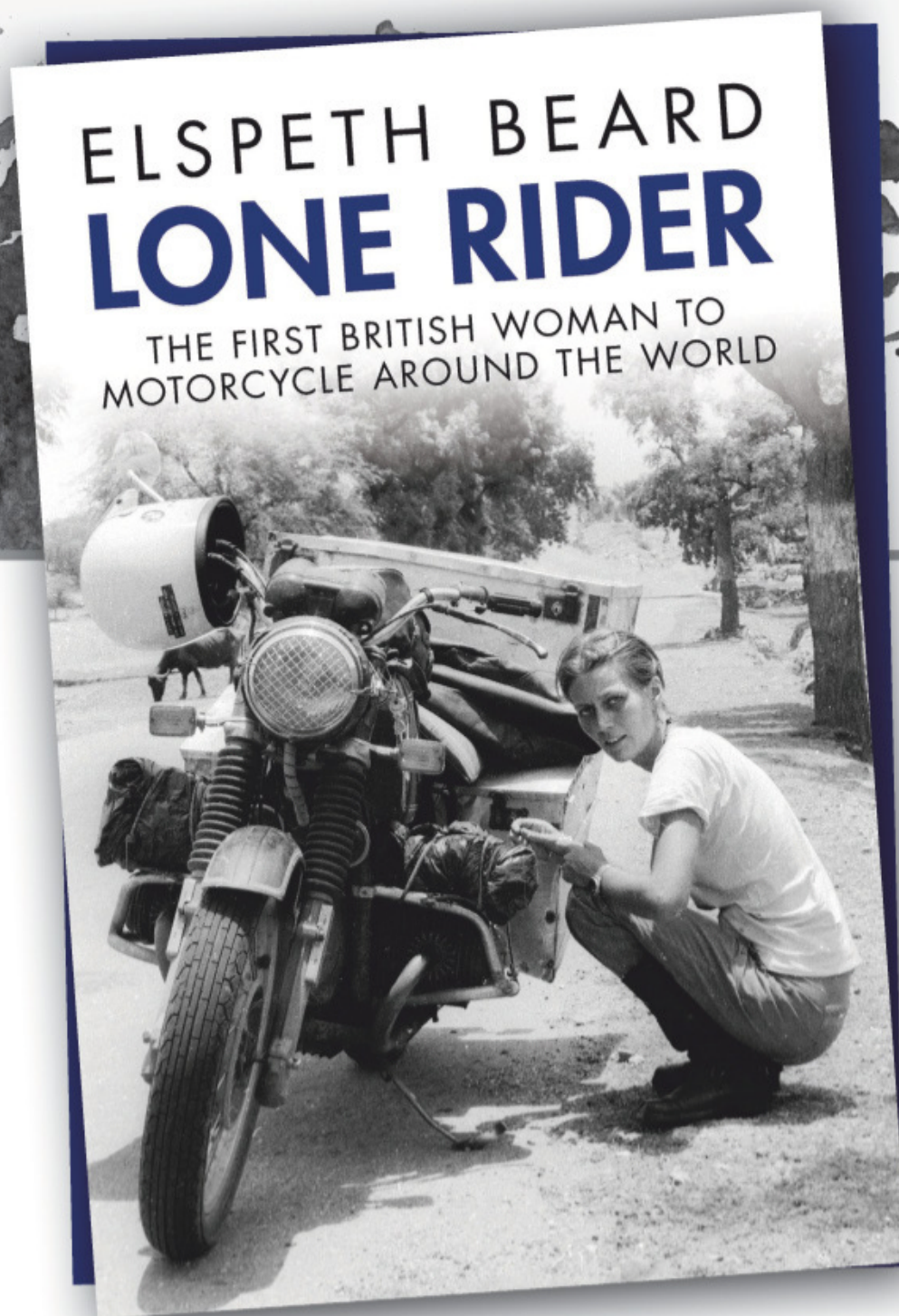


# The Moving Story of This Woman's 35,000-Mile Solo Adventure



**R**ead the fascinating story behind the woman who went on a 35,000-mile solo adventure around the world! In 1982, at the age of 23, Elspeth Beard left her family and friends in London and set off on her solo trip on a 1974 BMW R60/6. With some savings from her pub job, a tent, a few clothes, and some tools, all packed on the bike, she was determined to prove herself and to get over a recent heartbreak.

By the time she returned to England two years later, she was 30 pounds lighter and decades wiser. She'd ridden through deserts and mountain ranges and war-ravaged countries. She'd faked documents and fended off sexual attacks, biker gangs, and corrupt police who were convinced she was trafficking drugs. She'd survived brutal crashes and life-threatening illnesses, and she'd fallen in love with two very different men. Told with honesty and wit, this is the extraordinary and moving story of a unique and life-changing adventure.



**Item #9115 • ~~\$19.95~~ \$17.95**

To order, call 800-880-7567 or visit [www.MotorcycleClassics.com/Store](http://www.MotorcycleClassics.com/Store)  
Mention promo code MMCPAJZ3

**Motorcycle**  
CLASSICS





MAY 26, 2019



\$10



SUNDAY MAY 26, 2019  
AT SINGLETARY ROD & GUN CLUB  
300 SUTTON AVE, OXFORD, MA

# 29TH ANNUAL BRITISH & CLASSIC MOTORCYCLE SHOW AND SWAP MEET



Gates open 10 am  
RAIN OR SHINE  
Kids under  
12 FREE!



Bikes, vendors,  
field events,  
door prizes,  
raffles, food,  
and fun!



FREE motorcycle  
entry at show  
with paid  
admission.



Trophy classes  
for all British  
and Classic bikes  
1984 and older!



NEW!  
FREE vendor space  
with paid admission  
and donation of  
door prize  
(\$15 retail value).



SELL YOUR BIKE IN THE  
BIKE CORRAL! FREE WITH  
PAID ADMISSION FOR  
ALL MAKES AND YEARS\*



\*private sales only please!

directions/more info:  
[www.massbia.com](http://www.massbia.com)

MALOUINDESIGN.COM



BE OUR FRIEND @  
MASS BIA CLUB!

General/vendor info: Marty (978) 502-9068  
email: [massbia@massbia.com](mailto:massbia@massbia.com)

## Motorcycle CLASSICS

## FREE INFORMATION FROM OUR ADVERTISERS

Please circle the number(s) on the attached Reader Service Card to indicate the information requested. Information is free unless otherwise indicated on this page.

### DISPLAY

### PAGE

- |   |    |
|---|----|
| 1. Baxter Cycle .....                             | 88 |
| 2. Donelson .....                                 | 91 |
| 3. Hagerty Insurance .....                        | 5  |
| 4. K100/Kinetic Fuel .....                        | 77 |
| 5. National Motorcycle Museum .....               | 85 |
| 6. National Motorcycle Museum Vintage Rally ..... | 48 |
| 7. Pecard Leather Care Co. ....                   | 85 |
| 8. Race Tech .....                                | 85 |
| 9. Rick's Motorsport .....                        | 88 |
| 10. S100/Brookside .....                          | 41 |
| 11. Vanson Leathers .....                         | 83 |
| 12. W.F. Young Leather Therapy .....              | 55 |

IFC = Inside Front Cover IBC = Inside Back Cover OBC = Outside Back Cover Expires June 30, 2021



# RIDES AND DESTINATIONS



## KITT PEAK NATIONAL OBSERVATORY, ARIZONA

**K**itt Peak National Observatory is perched high above the Sonoran Desert floor on a 6,900-foot ridge in southwestern Arizona's Quinlan Mountains, roughly 52 miles southwest of Tucson. Kitt Peak is one of the world's great observatories, and much of what it does could be the plot of a good science fiction movie. It is home to 22 telescopes for a consortium of universities and others who study the heavens. Kitt Peak National Observatory has the largest and most diverse collection of telescopes in the northern hemisphere. In addition to its nighttime astronomy activities, Kitt Peak is one of the world's premier locations for daytime observation and study of the sun. Part of the Kitt Peak mission is to scan the heavens for asteroids and predict the likelihood of an Earth impact

(like I said, it has all the makings of a great sci-fi movie). Founded in 1958, Kitt Peak National Observatory is one of three observatories forming the National Optical Astronomy Observatory group (the other two are on Sacramento Peak in New Mexico and Cerro Tololo in Chile).

No Kitt Peak discussion would be complete without reference to the Tohono O'odham Nation, the region's history, and the taller Baboquivari Peak to the south (see top photo). The Tohono O'odham are the Native Americans who own and lease the land to Kitt Peak National Observatory. The first written reference to this area comes to us from Padre Kino, a Jesuit missionary who explored and established missions in this region starting in 1699. The Spanish military came, too; Tohono O'odham legend has it that

when the soldiers tried to dig their way into Baboquivari Peak (a holy place to the Tohono O'odham, where they believe their spiritual creator lives) the earth swallowed them whole. U.S. President Ulysses S. Grant ordered creation of the San Xavier Indian Reservation in this area in 1874; Chester A. Arthur created the Gila Bend Reservation in 1882. 1916 saw the creation of a third reservation with nearby Indian Oasis as its center (the town is now called Sells; it is the current seat of the Tohono O'odham Nation). In 1986 the three reservations became one along with official recognition of the Tohono O'odham name (Native Americans of this area were formerly known as Papago Indians). Kitt Peak was christened by Arizona surveyor George Roskrige in honor of his sister Phillippa Kitt in 1893 (it was initially misnamed Kit's Peak, but the spelling was corrected in 1930).

Getting there is a grand part of any visit to Kitt Peak. Kitt Peak lies just more than 50 miles from Tucson, but even from Tucson, the observatory's distinctive silver domes are clearly visible and unmistakable. The Sonoran Desert and Kitt Peak's Quinlan Mountains offer atmospheric clarity, a relatively remote location, and freedom from light pollution, making for ideal observatory conditions.

From Tucson, it's roughly 40 miles southwest on SR 86 to the SR 386 junction, and after a left turn onto 386 it's a magnificent 12-mile climb to the top, complete with twisties, turnouts and magnificent vistas of the desert floor below. Think clear air, a deep green desert punctuated by saguaro cactus, brilliantly blue skies and abundant wildlife (the area has mountain lions, bobcats, javelina, coyotes, bear, deer, snakes and more), and you'll have a good idea of what this thrilling motorcycle destination is. — Joe Berk

## THE SKINNY



A glorious twisty road up to Kitt Peak.

**What:** Kitt Peak National Observatory, Arizona. Open daily from 9 a.m. to 3:45 p.m. Admission is free.

**How to Get There:** Kitt Peak is at the end of State Route 386 on the Tohono O'odham Nation, approximately 52 miles southwest from Tucson. Take SR 86 from Tucson to the SR 386 junction, turn left, and keep going.

**Best Kept Secret:** There are jaguars in this area (the actual cats, not the cars). No kidding.

**Avoid:** Livestock and rocks. Livestock sometimes wanders onto the roads leading to Kitt Peak, and rocks can fall from the cliffs leading up to the observatory. Check the weather before starting. The Sonoran Desert can be brutally hot in the summer, and at 7,000 feet, Kitt Peak can be brutally cold in the winter.

**More Photos:** [bit.ly/kitt-peak](http://bit.ly/kitt-peak)

**More Info:** [noao.edu/kpno](http://noao.edu/kpno)



ClassicCycleEvents.com

# HANFORD 2019

51<sup>ST</sup> ANNUAL  
MAY 18  
HANFORD  
CA.

**KINGS FAIRGROUNDS**

**VINTAGE MOTORCYCLE RALLY**

HAGERTY CLASSIC INSURANCE

**LUCAS OIL PRODUCTS INC.**

Huge Motorcycle Show • Over 150 Vendors  
Food & Fun for the Whole Family  
Antique & Classic Motorcycle Show  
Vintage Parts Exchange & Sale Corral • Camping in Swap Space / RV Hookups

Classic Cycle Events.com

## VINTAGEMOTORCYCLEPAINTING

SPECIALIZING IN HONDA, KAWASAKI, SUZUKI, YAMAHA and MORE



We can paint your parts or supply color matched DIY projects.  
Reasonable pricing Factory colors matched.  
And high quality work. Specializing in candy colors.  
Tank cleanout and lining available. Decals, Badges and Parts available.



## MARBLES MOTORS

WWW.MARBLESMOTORS.COM  
call us at 214.686.0044

# SPEED MOTO CO

CAFE RACER RAT BIKE  
COOL & RETRO PARTS  
TRANSFORM YOUR MOTORCYCLE!  
SPEEDMOTOCO.COM

EMAIL:  
shop@speedmotoco.com

TEXT: 541-357-9295 CALL: 541-687-6400

## Tour with Our Teton

The Teton Touring coat takes its cues from classic British trials jackets.

The superior protection of leather, CE grade armor and controllable venting provided by patented transformer chest pockets, and sleeve RAM air vents recasts this jacket as the perfect all season touring kit.



**vanson Leathers** (508) 678-2000  
www.vansonleathers.com

MADE IN USA



## Don't miss these upcoming events!

**5/4** Attend the 11th Annual Quail Motorcycle Gathering at The Quail Lodge in Carmel, California. This year's show will feature Off Road Wonders Through the 1990s, and the 50th Anniversary of the Honda CB750, plus eight more categories. The \$85 ticket includes a barbecue lunch. On the web at [signatureevents.peninsula.com](http://signatureevents.peninsula.com)

**5/11** Legendary motorcyclist Gloria Struck will be the Grand Marshal for the 20th Annual Riding into History Motorcycle Concours at the World Golf Village near St. Augustine, Florida. RIH begins on Friday, May 10, with a lunch ride and the Grand Marshal's Dinner, followed on Saturday by the Concours d'Elegance, featuring "The Great American Motorcycle" for 2019. On the web at [ridingintohistory.org](http://ridingintohistory.org)

**5/17** Head to the 51st Annual Hanford Vintage Motorcycle Show and Swap Meet, May 17-18, at the Kings Fairground in Hanford, California. Enjoy the classic motorcycle show with awards in a dozen-plus categories, more than 150 vendors, a parts exchange and sale corral, RV hookups, food and more. On the web at [classiccycleevents.com](http://classiccycleevents.com)

**5/26** Attend the 29th Annual British & Classic Motorcycle Show and Swap Meet put on by the Massachusetts British Iron Association at the Singletary Rod & Gun Club in Oxford, Massachusetts. Loads of bikes, vendors, field events, food and fun! Trophy classes for all British and Classic bikes, 1984 and older. On the web at [massbia.com](http://massbia.com)



**6/1** Visit the Friends of Steve McQueen car and motorcycle show in support of Boys Republic, a private, nonprofit school dedicated to troubled teens, in Chino Hills, California. On the web at [stevemcqueencarshow.com](http://stevemcqueencarshow.com)

**6/28** A new track for the AHRMA road racing circuit this year, Heartland Motorsports Park in Topeka, Kansas, will host Rounds 11 and 12 of the Luke's Racecraft National Historic Cup Roadrace Series, June 28-30. The AHRMA Roadracing School will take place starting on Friday. On the web at [ahrma.org](http://ahrma.org)

**6/29** Visit the Ninth Annual Vintage Rally at the National Motorcycle Museum in Anamosa, Iowa, in conjunction with the J&P Cycles 40th Anniversary event. Enter your 1988 or older motorcycle or bicycle in the Vintage Bike Show. On the web at [nationalmcmuseum.org](http://nationalmcmuseum.org)

*Motorcycle Classics wants to know about classic motorcycle shows, swap meets, road runs and more. Send details of upcoming events at least three months in advance to [lhall@motorcycleclassics.com](mailto:lhall@motorcycleclassics.com)*

**May 4** — 13th Annual Carolina Classic Motorcycle Show, sponsored by the Triad Classic Motorcycle Club of the Piedmont. Spencer, NC. [nctrans.org](http://nctrans.org)

**May 17-18** — 10th Annual AMCA Southern National Meet. Denton, NC. [amcasouthernnationalmeet.com](http://amcasouthernnationalmeet.com)

**May 18** — KCVJMC Ninth Annual Spring Show at Donnell's Motorcycles. Independence, MO. [kcvjmc.com](http://kcvjmc.com)

**May 18-19** — OVM May Ride, Show and Swap Meet. Corvallis, OR. [oregonvintage.org](http://oregonvintage.org)

**May 19** — Classic Motorcycle Day. Mount Airy, MD. [classicmotorcycleday.org](http://classicmotorcycleday.org)

**May 19** — 10th Annual Antique Motorcycle Swap Meet and Show. Centreville, MI. [wolverineamca.com](http://wolverineamca.com)

**May 20** — US CRA U.S. Vintage GP. New Hampshire Motor Speedway. Loudon, NH. [race-uscra.com](http://race-uscra.com)

**May 24-26** — AHRMA Vintage Motorcycle Festival. New Jersey Motorsports Park. Millville, NJ. [njmp.com](http://njmp.com)

**June 1** — Cars and Motorcycles of England. Hope Lodge, Ft. Washington, PA. [dvtr.org](http://dvtr.org)

**June 1-2** — Ohio Valley BSA Owners Club Spring Classic. Toronto, OH. [ohiovalleybsaownersclub.com](http://ohiovalleybsaownersclub.com)

**June 3-8** — 37th Annual Americade. Lake George, NY. [americade.com](http://americade.com)

**June 7-9** — Lake Erie Loop. Wellington, OH. [lakeerieloop.com](http://lakeerieloop.com)

**June 8-9** — US CRA FIM North American Vintage Road Racing Championships. New Hampshire Motor Speedway. Loudon, NH. [race-uscra.com](http://race-uscra.com)

**June 12** — 41st Annual BSAOCNE British Motorcycle Meet. Lancaster, MA. [bsaocne.org](http://bsaocne.org)

**June 14-15** — Fort Sutter AMCA National Motorcycle Show and Swap Meet. Dixon, CA. [fortsutteramca.org](http://fortsutteramca.org)

**June 14-15** — AMCA Viking Chapter Annual Meet. St. Paul, MN. [vikingmc.org](http://vikingmc.org)

**June 14-16** — 47th Annual Canadian Vintage Motorcycle Group Paris National Rally. Paris, Ontario, Canada. [cvmg.ca](http://cvmg.ca)

**June 20-22** — 2019 VJMC National Rally. Pigeon Forge, TN. [vjmc.org](http://vjmc.org)

**June 20-23** — Motoblot Ride-In Motorcycle and Hot Rod Show. Chicago, IL. [motoblot.com](http://motoblot.com)

**June 21-23** — 26th Annual Triumph National Rally. Oley, PA. [triumphnationalrally.com](http://triumphnationalrally.com)

**June 28-29** — GABMA 34th Annual British in the Blue Ridge Rally and Bike Show. Hiawassee, GA. [gabma.us](http://gabma.us)



# VINTAGE MOTORCYCLE PRINTS FROM PHOTO ARTIST DANIEL PEIRCE



XS 650  
DANIEL PEIRCE



COMMANDO  
DANIEL PEIRCE



MANX  
DANIEL PEIRCE

Head of photography for Tucker Rocky and Biker's Choice by day, Daniel Peirce moonlights as an art photographer at Trick Photography, Peirce's business he started in 2001, capturing the raw detail and beauty of the classic engines we know and love. These high-quality prints come signed and embossed directly from Daniel Peirce.

## Motorcycle

CLASSICS

Call 800-880-7567 or visit  
[www.MotorcycleClassics.com/Store](http://www.MotorcycleClassics.com/Store)  
Promo Code: MMCPAJZ6

## MODERN TECHNOLOGY FOR VINTAGE MACHINES

### G-3S Custom Series Shocks

- Custom Built to Order
- Made to Any Length
- Choice of Features
- Color Options

Made in U.S.A.

### Race Tech Hi-Performance Fork Springs

- Springs available in a variety of Spring Rates.

### Fork Gold Valve Emulators®

Gold Valve Cartridge Emulators offer Adjustable Damping!

### TNK Fork Tubes

Made in Italy. Call or go to the website for your application.

### Brake Arcing

Greatly Improves Drum Brake Stopping Power!

## RACE TECH VINTAGE SUSPENSION

[racetech.com](http://racetech.com) | 951.279.6655

Circle #8; see card pg 81

Generations of Motorcycling History

Over **500** MOTORCYCLES on Display

## PLAN YOUR TRIP TODAY!

**WWW.NATIONALMCMUSEUM.ORG**  
102 Chamber Drive, Anamosa, Iowa 52205 • 319-462-3925  
THE NATIONAL MOTORCYCLE MUSEUM IS A NON-PROFIT 501(C)(3) CORPORATION.

**OPEN DAILY!**  
YEAR 'ROUND

Circle #5; see card pg 81

**Restore**

**Protect**

**Preserve**

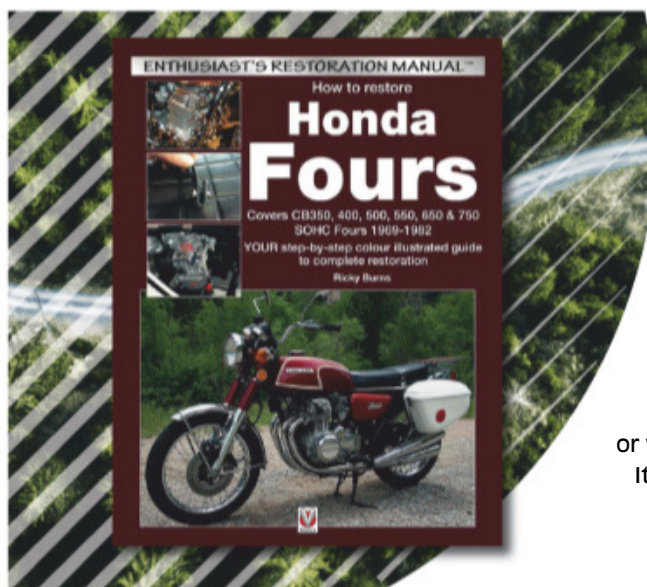
**Condition**

**Easy • Affordable • Effective**

Whether out on the road or going to your next antique motorcycle show, make sure your bike is ready. Using Pecard's Leather Care conditioner not only ensures you stay dry on the road, but keeps your leathers looking show stopping.

## PECARD Leather Care Co. [WWW.PECARD.COM](http://WWW.PECARD.COM)

Circle #7; see card pg 81



## RESTORE YOUR Honda Four WITH THIS GUIDE

**\$49.95**  
~~\$59.95~~

Call 800-880-7567  
or visit [www.MotorcycleClassics.com/Store](http://www.MotorcycleClassics.com/Store) to order!  
Item #7760 | Mention promo code MMCPAJZ3

## Motorcycle

CLASSICS



## New Stuff for Old Bikes

From keeping your bike charged to riding in style, here are six products every classic bike fan should know about.



### Kawasaki H1 Intake Manifold Adapter Kit

HVC Cycle has been providing parts and service to the 2-stroke community for more than a decade. Its latest new trick part is this Kawasaki H1 Intake Manifold Adapter Kit. Old carburetors wear out and the parts for them get harder to find. These adapters allow you to mount brand-new Mikuni VM round slide carbs to your classic H1. The original intake bores are oval, and the inside of this adapter tapers from the oval intake shape of the cylinder to the round shape of modern Mikunis intake boots. \$175. More info: hvccycle.net



### Rick's Motorsport Electrics Hot Shot Starter

Rick's provides a variety of starter motors and charging system upgrades for many Asian and European motorcycles. Rick's new Hot Shot starter motor for the Honda CB350/360 replaces the old Mitsuba design with an updated 21st century permanent magnet design. Gone are the field coil windings that shorted out and the brush plate that overheated and rusted! This allows the Rick's starter motor to produce more power than the original. This model fits 1968-1973 CB350K Twin, 1968-1973 CL350, 1970-1971 SL350K, 1974-1976 CB360 and 1974-1976 CL360. \$169.95. More info: ricksmotorsportelectrics.com



### Aerostich Compact Digital Voltmeter

Knowing how your charging system is functioning is a vital piece of information, especially on classic machinery that may still be using some original electrical hardware. This Compact Digital Voltmeter from Aerostich tells the charging rate of your bike in real time. Mount it to a fairing, instrument panel or triple clamp. It's easy to install by connecting to any circuit that is powered when your bike is running. \$13. More info: aerostich.com



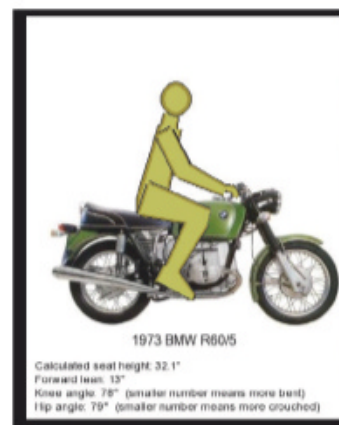
### Vanson Leathers Teton Touring Coat

Vanson has been making high-quality leathers for motorcyclists since 1974, and their Teton Touring Coat is a product we've been looking forward to trying out. Made of Firenze (medium weight) leather and waxed cotton, this European-style touring jacket features CE-approved armor at the elbows and shoulders, competition double leather at the elbows and shoulders, and it will accept a back pad. The top front pockets roll up to reveal vents, and there are vents in the arms and back. Look for a more thorough review coming soon. Starting at \$749. vansonleathers.com



### Old School Speed rearsets

Dime City Cycles offers several kinds of rearsets, but this kit from Old School Speed is built specifically for the Honda CB350. MC ad man Shane Powers just happens to be setting up a CB350 to go AHRMA racing with, so we ordered a pair. This is a complete kit, and it includes mounts, offset levers, folding footpegs, linkage arms and all the necessary mounting hardware, along with full installation instructions. \$220. More info: dimecitycycles.com

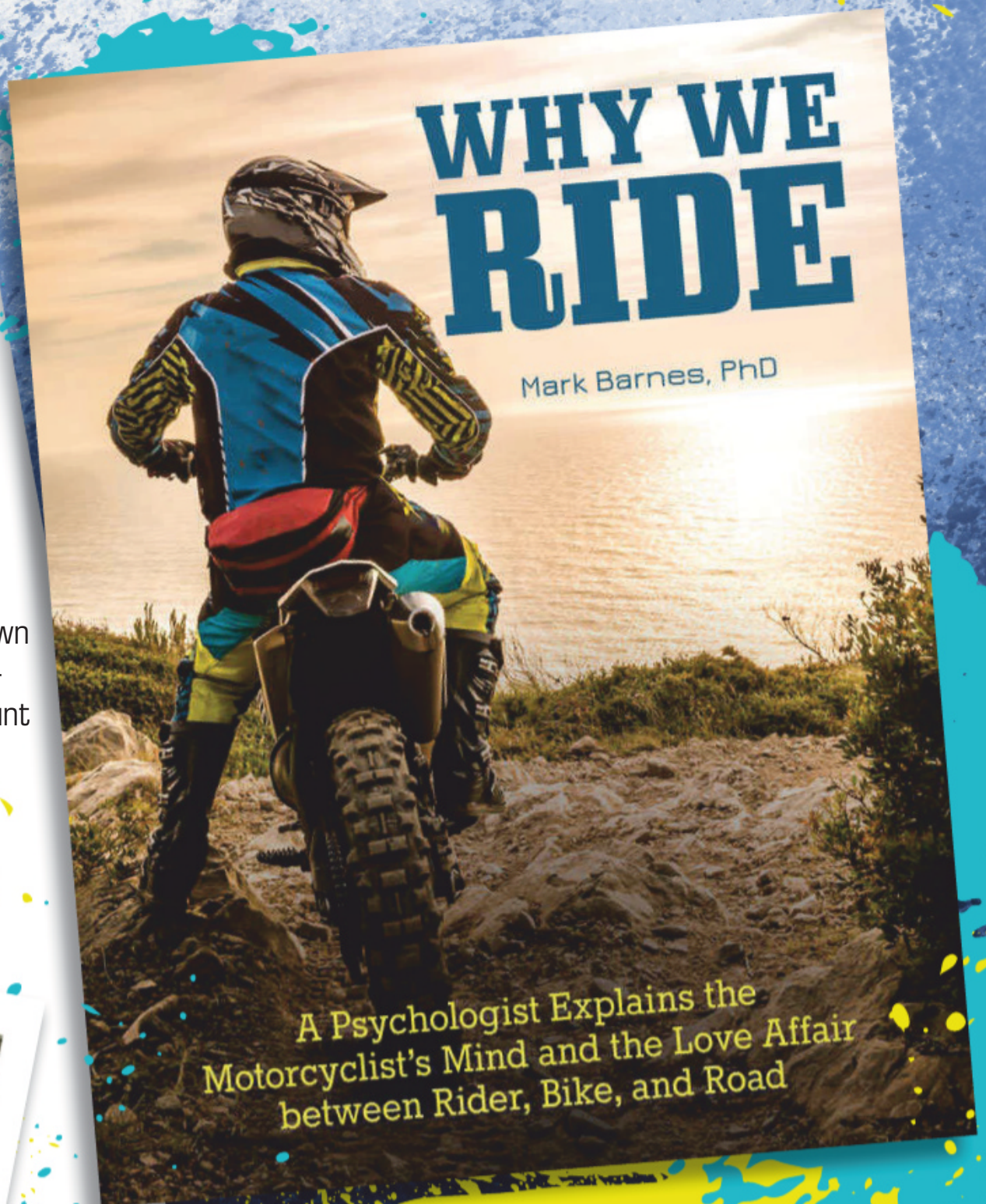


### cycle-ergo.com

If you're always shopping for your next bike, this website will be a useful tool. The site is an ergonomics simulator and it lists seat height, rider forward lean angle, knee angle and hip angle for classic and modern motorcycles. Do you have a bike that fits you well? Type in the make and model, and see the ergo measurements of your current bike. Have you ridden something lately that didn't fit you well? Look up the ergos, and note the differences. Next time you're bike shopping online, punch in the model. There's a good chance it will tell you whether that's a bike you'll be comfortable on or not. cycle-ergo.com



**W**hy would anyone want to do something as dangerous as motorcycling? For those who love to ride, no explanation is necessary. For everyone else, there's **Why We Ride**. Designed as both an explanation for outsiders and an anthem for those within the fold, this book presents the insights of Mark Barnes, a motorcycling clinical psychologist. As a popular columnist at *Motorcycle Consumer News* for more than 20 years, Barnes articulates the elusive physical, emotional, and interpersonal elements that make the world of the motorcyclist such a rich and exciting place. His wide-ranging text covers both sports psychology and the psychoanalysis of common riding experiences, including the results of his own empirical research. Heartfelt and thought-provoking, here is a straightforward account of what makes real motorcyclists tick.



**\$24.99**

# Motorcycle

CALL **800-880-7567** OR VISIT  
**www.MotorcycleClassics.com/Store** TO ORDER!  
 ITEM #9290 | Promo Code: MMCPAJZ3



5thGearParts.Com



**5thGearParts.com**

Used Honda and Yamaha parts.  
No Auctions, No guess work,  
No delays. Quality used  
parts guaranteed.  
Lots of 80's Honda stuff.

**Email:** 5thGearParts@gmail.com

**Web:** 5thGearParts.com



Designed with



**RICK'S  
MOTORSPORT  
ELECTRICS**

1-800-521-0277

New Lithium-Ion friendly  
rec/regs for vintage bikes!



Circle #9; see card pg 81

**B50/CCM  
Specialist**

**We specialize in BSA,  
Triumph and Norton**

**JE Pistons  
Boyer Ignitions  
Carrillo Rods  
PVL Ignitions**

Cylinder head porting  
Valve seats installed  
Crankshaft lightening  
and balancing  
Case repairing  
Cylinder boring

**E&V  
ENGINEERING**

19294 W. M46  
Howard City, MI 49329  
eveng@pathway.net  
www.evengengineering.com  
231 937 6515

Mon-Fri 10am-9pm  
Sat 10am-5pm

FEDERAL IS THE OFFICIAL MOVER OF MOTORCYCLES FOR



BIRMINGHAM, ALABAMA

If the world's largest motorcycle  
museum trusts Federal to move their  
motorcycles, shouldn't you?

800-747-4100 ext. 2217 • www.funtransport.com

**Get a FREE instant quote today!**



**SPEEDOMETERS  
TACHOMETERS  
& AMP METERS**

Repair and sales of vintage gauges for  
Japanese, British, European & American bikes



Joel Levine Co. Phone: (404) 219-0594  
610 S Chattanooga St. Toll Free: (800) 456-6267  
Lafayette, GA 30728 E-mail: j14levine@aol.com

**www.joellevinecompany.com**

**BAXTER CYCLE**

**YOUR BRITISH BIKE SUPERSTORE  
• PARTS • SERVICE • SALES •**

OVER 19,600 PART #S ONLINE

140+ FREE ONLINE PARTS BOOKS

WE SHIP WORLDWIDE!!

**712-781-2351**

**WWW.BAXTERCYCLE.COM**

Circle #1; see card pg 81



**Quality for Over 60 Years  
The Only Name You Need to Know**

Bates Leathers

3671 Industry Ave, Ste C5 • Lakewood, CA 90712

562.426.8668 • fax 562.426.4001

**www.batesleathers.com • Made in the USA**

**Your Rx for Steering  
Drift, Braking-Pull  
& Head-Shake**

front  
tire

rear

64 68 72

**ProAligner.com**

Patents Pending

Made in USA

80% of bikes are  
misaligned by using  
swing arm marks,  
sprocket aligners or string. Use  
ProAligner to align your wheels  
directly with CMM-certified  
accuracy for precise handling.

**\$29.95 US  
plus S&H.**

**www.ProAligner.com**

**GAZI  
SUSPENSION**

QUALITY • PERFORMANCE • INNOVATION

Sport X

**GAZI USA**

**EPM Performance Imports**

732-786-9777

info@gazi-usa.com

www.gazi-usa.com







*Need parts for your Norton, Triumph, or BSA?*

*True Enthusiasts get them at...*

# STEADFAST CYCLES

**YOUR ONE STOP SHOP FOR CLASSIC BRITISH PARTS!**

967 Cinebar Rd  
Cinebar, WA 98533  
360-985-0575  
661-252-1174

Call or visit online today!

[www.STEADFASTCYCLES.com](http://www.STEADFASTCYCLES.com)

## Charlies Place

*Vintage Honda specialists since 1993*

### ELECTRONIC IGNITIONS FOR ALL HONDA STREET BIKES



*Exclusively designed electrical upgrades for classic Hondas. Exceeds expectations in performance and reliability. Complete performance packages available. Made in the USA.*

[www.charlies-place.com](http://www.charlies-place.com)

## WETBLAST4LESS

**COMPETITIVE PRICING!**

### *Stainless Steel!*

**DID YOU KNOW WET/VAPOR BLASTING IS DUSTLESS, HAS ZERO PREP TIME AND BIKERS SWEAR BY THE FINISH?**

FOR MORE INFO CONTACT LAMAR AT:  
847 445-8589 • [wetblast4less@gmail.com](mailto:wetblast4less@gmail.com)  
[www.wetblast4less.com](http://www.wetblast4less.com)



**MADE IN THE USA**

[ikonSuspensionUSA.com](http://ikonSuspensionUSA.com)

**ikon**  
suspension

**Replacement parts**

**Sales & tech (814) 592-7003**

## I BUY MOTORCYCLES

1900 to 1986  
from one to a  
collection and  
parts inventories

ph/text. 314-220-9955  
[bikecash@swbell.net](mailto:bikecash@swbell.net)

## Norton Commando Electric Start Kit

Some things are worth the wait. Over forty years after the first Commando appeared, the Alton EKit electric start conversion finally brings it to life at the touch of a button.



**Available in the US from  
The Classic Bike Experience  
[www.classicbikeexperience.com](http://www.classicbikeexperience.com) or  
call 802-878-5383 [www.alton-france.com](http://www.alton-france.com)**

## U.S. CHROME

PERFORMANCE COATINGS

### VINTAGE MOTORCYCLE CYLINDER PLATING

Nicom™ Plating & Diamond Honing.  
Abradeable Piston Coatings.

- Plating on Aluminum and Cast Iron
- Vastly Improved Durability and Geometry
- World's Hardest Cylinder Bores Since 1979

**PREPARE YOUR BORE SIZE!!!**

Toll Free 866-922-5066  
[www.usnicom.com](http://www.usnicom.com)

US Chrome Corporation  
650 Oak Park Ave.  
Fond du Lac, WI 54935



## DIAMOND GUSSET

JEAN Co.

# DEFENDER

KEVLAR® LINED GUSSETED MOTO JEAN

**100% AMERICAN MADE**

888-848-7738 [WWW.GUSSET.COM](http://WWW.GUSSET.COM)



**406 Quality PLATING**  
QP

**Established in 1976**

We do Aluminum Polishing, Zinc Plating, Show Chrome finishes and much more, including motorcycle restoration parts!

**Call us now at**  
**815-626-5223 or fax 815-626-5244.**  
**Visit: [www.qualitychromeplating.com](http://www.qualitychromeplating.com)**

**R/D VALVE SPRINGS**



Increase the performance and life of your vintage engine with the latest in performance beehive valve springs. Take advantage of the light weight of a single valve spring with the performance and control of a dual valve spring. Call or email for applications.

**R/D Spring Corp., Email: [info@rdvalvespring.com](mailto:info@rdvalvespring.com)**  
**Call (760) 948-4698 or Web: [www.rdvalvespring.com](http://www.rdvalvespring.com)**


**SMITHS**  
**MAGNETIC & CHRONOMETRIC**  
**INSTRUMENT Repair**

INSTRUMENTS RESTORED,  
BOUGHT, SOLD, & REPAIRED

A.J.S. ARIEL BSA DUCATI ENFIELD GREEVES HARLEY DAVIDSON LAVERDA	MATCHLESS NORTON TRIUMPH VELOCETTE VINCENT & OTHERS
---	--

**SMITHS**

ph. 224-595-2037 or email  
[scott@smithsgagerepair.com](mailto:scott@smithsgagerepair.com)  
PO BOX 182, ARLINGTON HEIGHTS, IL 60006-0182



**MAKE YOUR OWN HISTORY.**  
**BOOK YOUR CUSTOM TOUR NOW.**  
**JUST SHOW UP AND RIDE!**



**RIDE 20+ CLASSIC BIKES**  
**RETROTOURS.COM**  
RIDE A PIECE OF THE PAST ON THE PATH LESS TAKEN.



**Motorcycle Restoration Services**  
**Belgium, WI**  
**262-483-5399**  
**[www.retrospeed.net](http://www.retrospeed.net)**



**2 STROKE**  
**CRANKSHAFT**  
**REBUILD**

**ROY'S RIDES.com**  
**573 421-2753**

**12v Generators**  
**for your Classic Bike!**

Upgrade your Vincent, BSA, Triumph, Norton, Velocette, AMC, Matchless today with products by Alton-France.



**US Distributor:**  
The Classic Bike Experience  
[www.classicbikeexperience.com](http://www.classicbikeexperience.com)  
[www.alton-france.com](http://www.alton-france.com)  
Call 802-878-5383



**Klempf's British Parts**

High Quality NOS, Used, Reproduction Parts For Vintage

**TRIUMPH NORTON BSA**  
**NEW E STORE WITH PICTURES,**  
**TECH TIPS, SECURE CHECKOUT!**  
**[KLEMPFS.COM](http://KLEMPFS.COM)**  
**507.374.2222**

**SIDECARS!**

Velorex, Champion, Trans-Moto Watsonian

**THE WARK SHOP**

**HOURS: 8 a.m. - 8 p.m. EST**  
**(740) 538-4746**  
**[www.warkshop.com](http://www.warkshop.com)**

**HVCcycle**  
**2-STROKE RESTORATION PARTS & SERVICE**

- Largest Parts Source for Yamaha RD's
- High Quality Reproduction 2-Stroke Parts
- Performance Cylinder Heads & Exhaust.
- World Class Restoration Services, Complete and Partial
- 2-Stroke Engine and Crank Shaft overhaul Specialist
- Vapor Blasting, Cylinder boring
- **HP GAIN**  
Performance Heads for Yamaha RD250, RD350, RD400.  
Available in Gold and Silver



**402-817-4795 [www.hvccycle.net](http://www.hvccycle.net)**

**RESTORSTIONS DONE RIGHT!**  
**BRING IT BACK TO NEW!**

**Doc's 50th ANNIVERSARY**  
MOTORCYCLE PARTS  
1969-1999  
WATERBURY, CT

**WE HAVE BEEN DOING IT**  
**SINCE 1969 [docsmc.com](http://docsmc.com)**

**Tripples**  
PRECISION PERFORMANCE RULE RACE PROVEN

100 psi liquid-filled oil pressure gauge  
1/8 NPT male inlet  
1-5/8 diameter body with generic fittings and heavy nylon oil line  
\$39 + shipping. Custom brackets for Meriden Triumphs in stock



**[www.triplesrule.com](http://www.triplesrule.com)**  
**[t150v@aol.com](mailto:t150v@aol.com)**  
**224-321-4912**





**K.M. Jones Enterprises LLC**  
Parts & Spares For Classic Triumph Motorcycles

## TRIUMPH MOTORCYCLE PARTS

NOS, New, Used

Genuine AMAL, Lucas and more.

Name brand UK made parts

We have a special emphasis on

"Oil-In-Frame" Triumph 650/750 Twins.

785-925-2042

kmjonesmotorsports.com



## ORIGINAL 'OEM' PARTS



## DONELSON CYCLES, INC.

(314) 427-1204

The Motorcycle People - Since 1962

St. Charles Rock Road, St. Ann, MO 63074

"We bought 4 full truckloads of new original parts from the closed warehouse in Duarte CA. Everything from Bantam to Rocket III" - Carl



ALSO: New and Classic Parts for



2nd Oldest Yamaha Dealer in USA



Circle 2; see card pg 81

## MOTORCYCLE CLASSICS ARCHIVE

2005-2018 USB DRIVE



*Now*  
**\$29.95**  
~~\$39.95~~

Price does not include shipping and handling.

Bringing you the most brilliant, unusual, and popular motorcycles ever made ... delivered on a flash drive that contains 3,150 articles and plugs into the USB port on your favorite device. Whether you're interested in a particular manufacturer or repairing a specific part, use our search function to bring up 14 years of *Motorcycle Classics*' relevant content! For collectors and enthusiasts, dreamers and restorers, newcomers and lifelong gearheads, we have you well covered. Also included on the USB drive are 71 articles in PDF format. These articles, written by longtime *Motorcycle Classics* contributors Alan Cathcart and Phillip Tooth, appeared originally in print but not in our digital archive.

Call (800) 880-7567 or order online at [www.MotorcycleClassics.com/Store](http://www.MotorcycleClassics.com/Store)

Mention promo code MMCPAJZ1 | Item #9263







## THE ART OF BMW MOTORCYCLES

*The Art of BMW Motorcycles* presents the rolling sculptures that are BMW motorcycles in studio portraits, each bike accompanied by a short history of the machine. From the first model to the latest, this book captures nearly a century of motorcycling excellence. #9318 ~~\$45.00~~ \$39.99



### SHIFTING GEARS AT 50

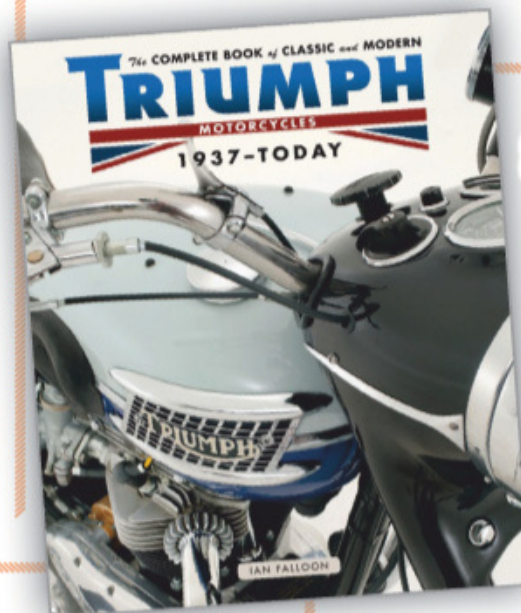
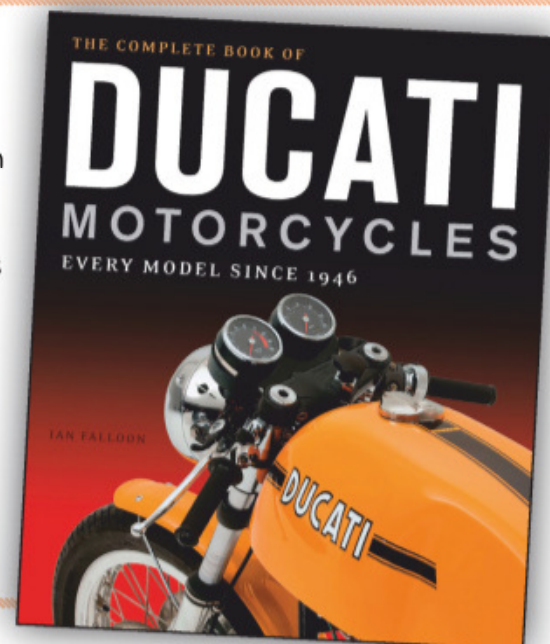
In *Shifting Gears at 50*, author Philip Buonpastore emphasizes what older riders should be aware of and which factors can affect their rides. Split into two parts, the book first covers safety advice to consider and precautions to take while on your ride, followed by unique photographs and insights from five of the author's favorite long-distance tours around the country.

#9356 ~~\$24.95~~ \$22.95

### THE COMPLETE BOOK OF DUCATI MOTORCYCLES: EVERY MODEL SINCE 1946

*The Complete Book of Ducati Motorcycles* traces the stunning chronology of the motorcycles dreamed up by Ducati, from the 1940s to the present day. Laid out for the first time in the form of an encyclopedia, with gorgeous photography and insights from Ducati expert Ian Falloon, this book offers motorcycle enthusiasts a closer look at the craftsmanship, power, and beauty of these extraordinary motorcycles. The book features all of the motorcycles from Ducati's storied history, including the groundbreaking Desmodromic 750 Super Sport, the Mike Hailwood Replica, the Superbike-dominating 916, and the epic Panigale.

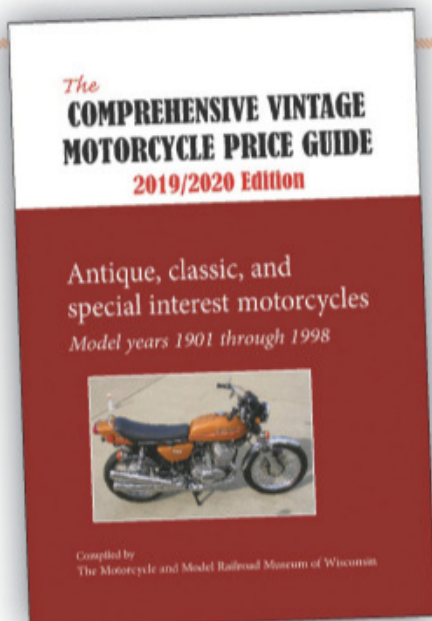
#8055 ~~\$50.00~~ \$42.50



### THE COMPLETE BOOK OF CLASSIC AND MODERN TRIUMPH MOTORCYCLES

Written by respected Triumph expert Ian Falloon, this guide collects all of the motorcycles from this iconic brand in a single volume. All of the major and minor models are covered, with an emphasis on the most exemplary, era-defining motorcycles, such as the Thunderbird, Tiger, Trophy, Bonneville, and new machines such as the Speed Triple, Thruxton, and Daytona 675. This is a book no Triumph fan will want to be without!

#7667 ~~\$50.00~~ \$42.50



### THE COMPREHENSIVE VINTAGE MOTORCYCLE PRICE GUIDE 2019-2020, 16TH EDITION

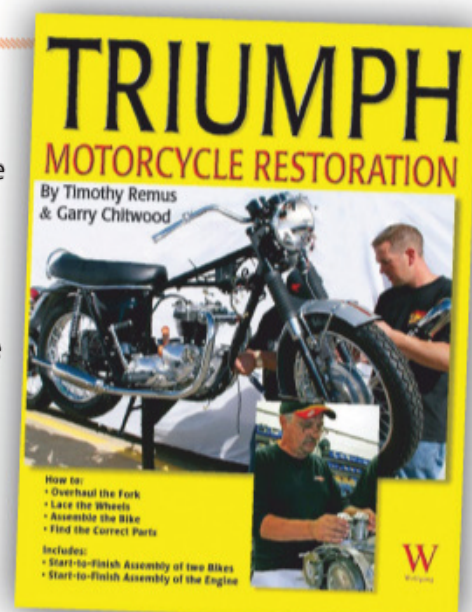
Nearly 100 marques are covered in this updated guide, with more than 120,000 prices in six different grades. Learn how to properly grade a motorcycle before you buy or sell. Inside, you'll find data from sales, auctions, swap meets, shows, vintage dealers, and many other sources!

#9422 ~~\$16.95~~ \$14.95

### TRIUMPH MOTORCYCLE RESTORATION

As popular as the Triumph twins were in the '60s and '70s, they are quite possibly more popular now. This book offers complete start-to-finish assembly and restoration sequences on two Triumph twins, a 1963 Bonneville and a 1969 Bonneville. With more than 450 color photos, *Triumph Motorcycle Restoration* offers 144 pages of hard-core how-to help for anyone who wants to repair or restore their own Triumph twin. *While Supplies Last!*

#3639 ~~\$29.95~~ \$24.95







#### MOTORCYCLE CLASSICS SHORT-SLEEVE BLACK T-SHIRT

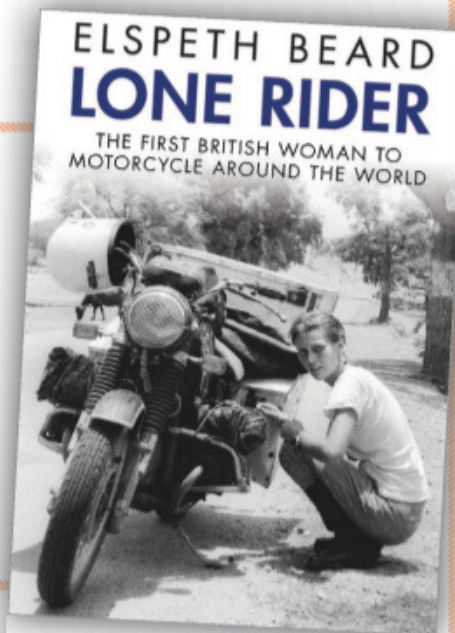
Enjoy our newly-designed black T-shirt, exclusively available through *Motorcycle Classics*! This black short sleeve T-shirt is emblazoned with the *Motorcycles Classics* logo on the front of the shirt and the slogan "Ride 'Em, Don't Hide 'Em" in white and red lettering on the back of the shirt, along with a great-looking bike.

#8933-8936	S-XL	<del>\$15.00</del>	\$13.99
#8937	2XL	<del>\$17.00</del>	\$14.99
#8938	3XL	<del>\$17.00</del>	\$14.99

#### LONE RIDER

In 1982, at the age of 23, Elspeth Beard left her family and friends in London and set off on a 35,000-mile solo adventure around the world on her 1974 BMW R60/6. From riding through deserts and mountain ranges to faking documents and surviving crashes, Beard tells the whole story of her ride with honesty and wit. You don't want to miss this extraordinary and moving story of a unique and life-changing adventure.

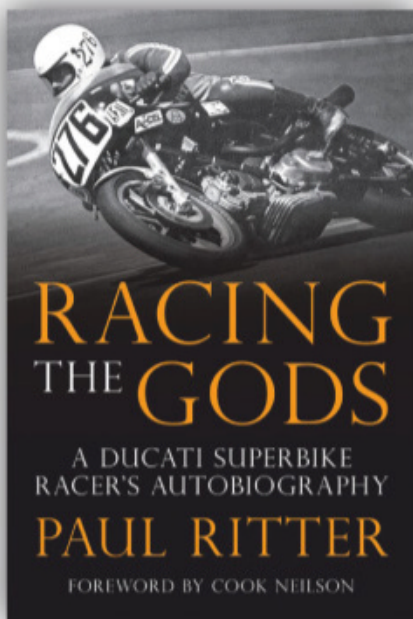
#9115 ~~\$19.95~~ \$17.95



#### RACING THE GODS

In *Racing the Gods* Paul Ritter accounts his life as a Ducati superbike racer. After winning his first race, the AMA Pro, he became one of racing's most beloved characters. His account of the days as a professional racer, traveling every weekend on a shoestring budget, will leave you in awe of what these historic racers went through. For anyone who loves motorcycles or appreciates a great story, *Racing the Gods* is an engrossing, inspirational tale. *While Supplies Last!*

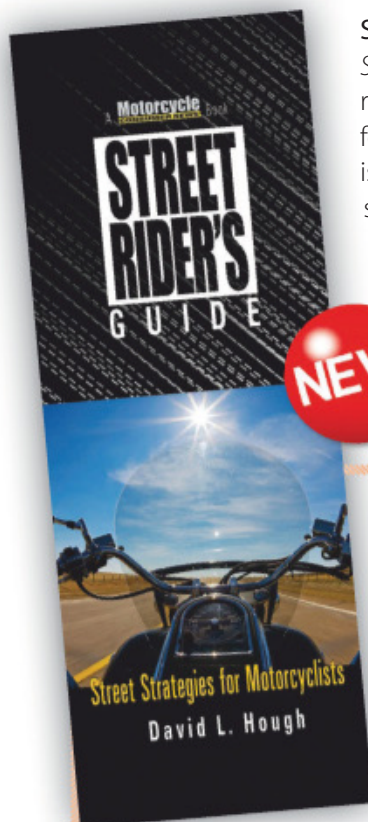
#7631 ~~\$29.95~~ \$24.95



#### MOTORCYCLING THE RIGHT WAY

*Motorcycling the Right Way* is the perfect book for beginners, returning riders, and experienced riders who are interested in learning more about the dos and don'ts of motorcycling. Along with safety, you will learn multitasking, sensory intelligence, risk smarts, visibility, and more!

#9359 ~~\$24.95~~ \$22.95



#### STREET RIDER'S GUIDE

*Street Rider's Guide* spells out safety tactics for motorcycle riders looking to get the most out of their favorite hobby for as long as possible. Covering topics from A to Z, this is the go-to handbook for motorcyclists who want quick solutions to commonly encountered obstacles and road challenges, and who want to ride safer through improved situational awareness.

#9355 ~~\$17.95~~ \$15.95

#### JOEY DUNLOP

This illustrated official biography explores the life of the most successful racing motorcyclist in the 107-year history of the Isle of Man TT races. Joey Dunlop's achievements included three hat tricks at the Isle of Man TT races (1985, 1988, and 2000), where he won a record 26 races in total, as well as 24 wins in the Ulster Grand Prix and 13 in the North West 200 in his native Northern Ireland. For motorcycle fans, Joey Dunlop is still akin to royalty. *While Supplies Last!*

#7518 ~~\$44.95~~ \$34.95

#### MOTORCYCLE CLASSICS HAT

Great for any classic motorcycle enthusiast! This adjustable baseball-type hat is embroidered with the *Motorcycle Classics* logo. Show off your favorite magazine with this classic black hat.

#7657 ~~\$10.00~~ \$8.99



#### PROFICIENT MOTORCYCLING

In *Proficient Motorcycling*, author David Hough lays out a clear course for all riders who want to sharpen their handling skills and improve their rides. This updated and expanded second edition offers new riders and road warriors the advice they need to be prepared for anything when on the road. It teaches how to avoid accidents and how to handle the unexpected.

#9354 ~~\$24.95~~ \$22.95



To order, call toll-free  
**800-880-7567**  
 (outside the United States and for  
 customer service, call 785-274-4360),  
 or go to  
**MotorcycleClassics.com/RecommendedProducts**  
 Mention code MMCPAJZ8  
 Sale ends: 06/17/19

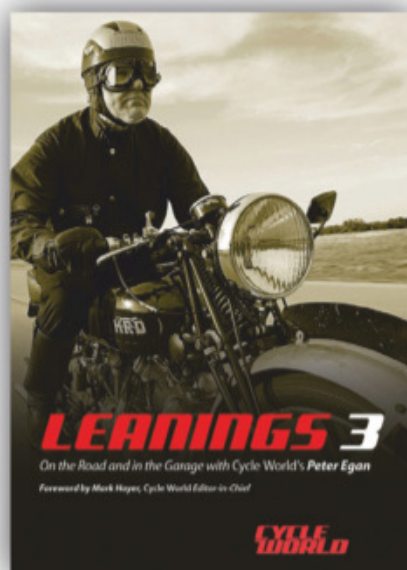




## MOTORCYCLE CLASSICS TALES FROM THE ROAD

This 96-page guide is the next best thing to actually hopping on your bike and taking a long road trip with no particular destination in mind. Filled with stories of people who have ridden through places from the Big Sur coast in California to Australia, the issue will motivate you to get on your bike and take a ride. Packed with pictures of the riders' travels and routes, this issue will help you see the beauty of different places from the view of a bike.

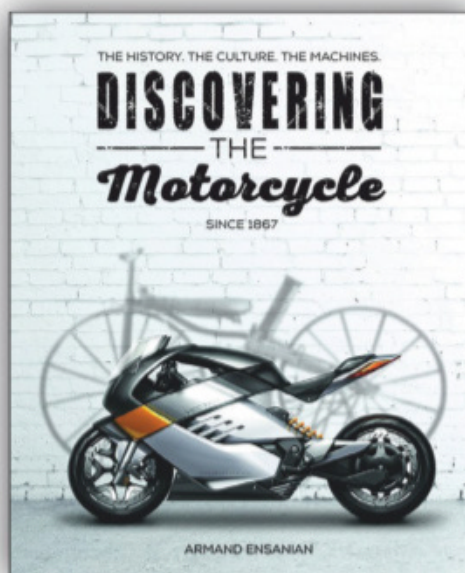
#9106 ~~\$6.99~~ \$5.99



### LEANINGS 3

*Leanings 3* contains stories and observations from one of America's best motorcycle journalists. Peter Egan's writing invites you to pull up a chair, pour a little scotch, and relax while he shares with you his tales from the road, his motorcycling philosophy, and his keen observations about the two-wheeled life. This is an unforgettable collection of the works of a master writer whose simple adventures of life remind us all why we love to ride.

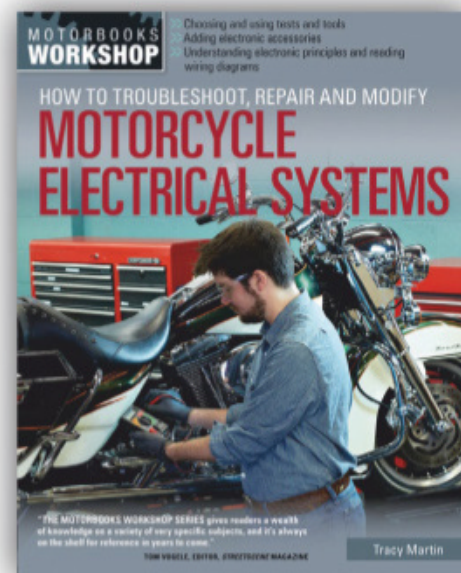
#7446 ~~\$28.00~~ \$23.99



### DISCOVERING THE MOTORCYCLE

*Discovering the Motorcycle* is a full-throttle, never-before completed history and cultural evaluation of motorcycling from 1867 to the present. This book introduces readers to the vast world of motorcycling, including its history, social impact, and how these machines are built and function. Chapters cover the history of motorcycle racing, bike events, museums, and clubs.

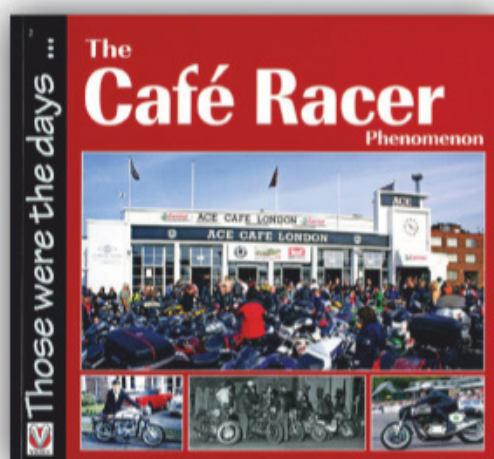
#8183 ~~\$44.99~~ \$39.99



### MOTORCYCLE ELECTRICAL SYSTEMS

Motorcycle expert Tracy Martin provides crystal-clear, fully illustrated, step-by-step instructions for every electrical repair imaginable on a bike: from the nuts-and-bolts basics to fuel-injection systems, onboard computers, repair and installation of factory and aftermarket accessories, and everything else in between.

#7707 ~~\$39.99~~ \$29.99



### THE CAFÉ RACER PHENOMENON

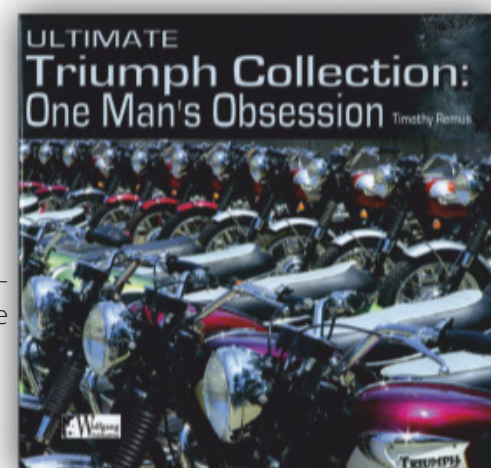
Through photos, records, and memories of people who were there, *The Café Racer Phenomenon* captures the rebellious spirit of England in the 1950s that was epitomized through the Café Racer bikes. From its roots in the '59 club to the revival of the Ace Café London, this book will give you a greater appreciation for these unique bikes. *While Supplies Last!*

#4328 ~~\$29.95~~ \$24.95

### ULTIMATE TRIUMPH COLLECTION

*Ultimate Triumph Collection* is an incredible documentation of Bobby Sullivan's 100 bike collection. From Bonneville's to C models, this book shows a different bike in Sullivan's collection on each page. This book is an inside look at one man's obsession — one man's successful quest to assemble and own the world's best personal collection of the world's most beautiful motorcycles. *While Supplies Last!*

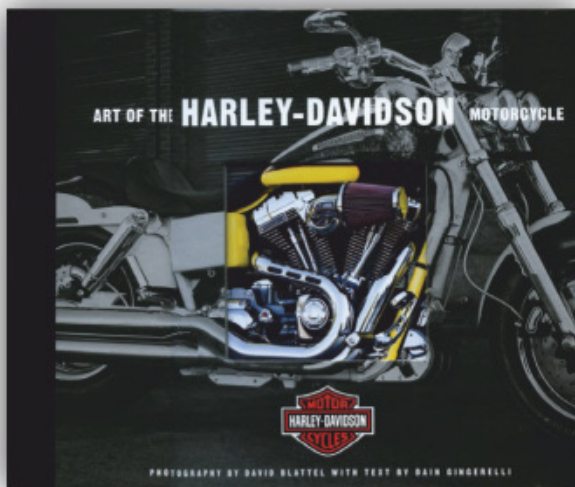
#6129 ~~\$49.95~~ \$44.95



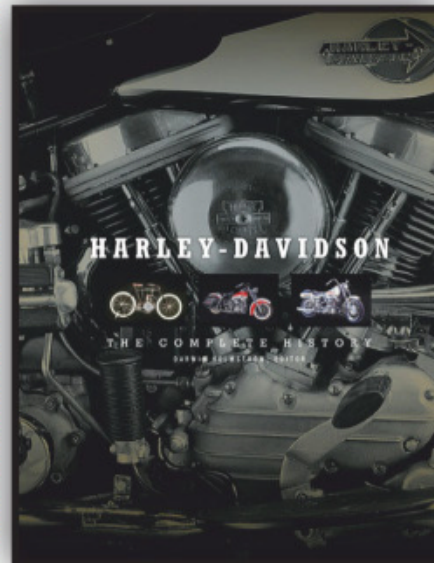


## ART OF THE HARLEY-DAVIDSON MOTORCYCLE

*Art of the Harley-Davidson Motorcycle* pulls together the best of David Blattel's Harley-Davidson portraiture—over 100 stunning machines—resulting in a breathtaking review of Harley-Davidson's greatest hits from the early 1900s to today. Harley-Davidson expert Dain Gingerelli puts each machine in historical and technical context with informed profiles. *While Supplies Last!*



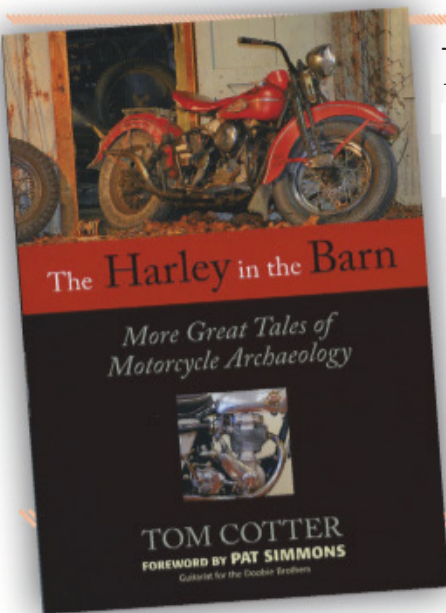
#5709 ~~\$40.00~~ \$34.00



## HARLEY-DAVIDSON: THE COMPLETE HISTORY

Cruise through this collection of Harley-Davidson's most iconic motorcycles! The most beloved and recognizable motorcycles are included here: the Knucklehead, the Panhead, the Peashooter, the KR, the Sportster, the XR750, the Shovelhead, the Evolution, the Twin Cam, the V-Rod, and all the rest. Pages in the book reveal historic images as well as modern photos from the top motorcycle photographers working today.

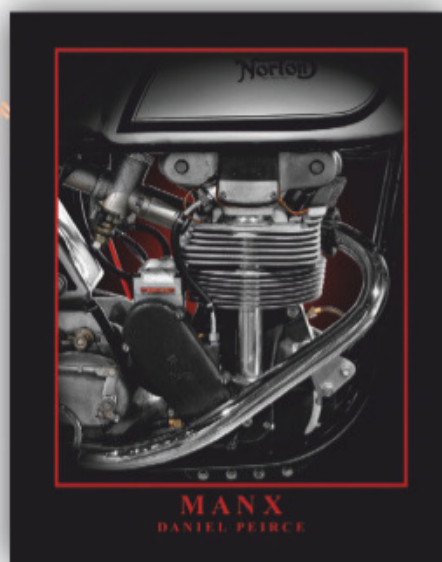
#8056 ~~\$50.00~~ \$39.95



## THE HARLEY IN THE BARN

*The Harley in the Barn* will help you re-discover, or find your passion for long-forgotten machines. Full of stories about lost Nortons, hidden Hondas, dormant Indians, and busted BSAs, this book is a dream for those who can't pass a padlocked garage without wondering if there is a great old bike stashed inside! *While Supplies Last!*

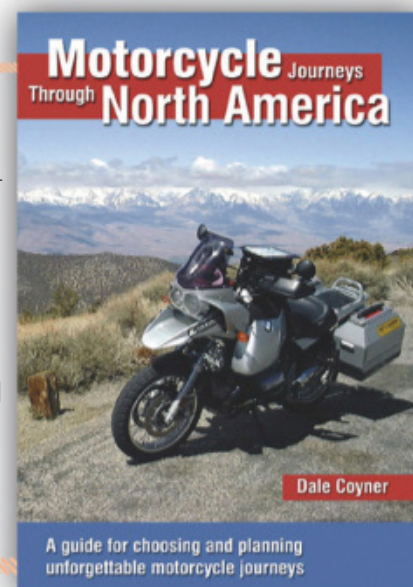
#6406 ~~\$26.00~~ \$19.95



## MOTORCYCLE JOURNEYS THROUGH NORTH AMERICA

Whether considering an ocean-to-ocean cross-country journey, a vacation ride through the Canadian Rockies, a full-length tour of the Blue Ridge Parkway, or an ambitious Four-Corners ride, this new "big idea" guidebook provides the head start everyone needs to plan fun-filled motorcycle tours through the continental United States and Canada. *While Supplies Last!*

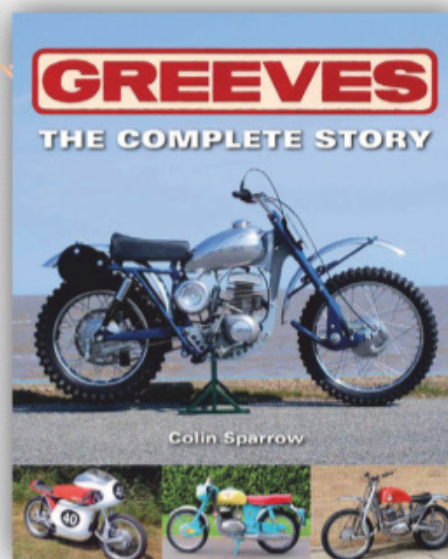
#6089 ~~\$29.95~~ \$24.95



## GREEVES: THE COMPLETE STORY

Greeves gives a detailed history from the early 1950s to the 1970s of the company that created these great bikes. Full of beautiful illustrations that show everything from the production history to specification details for all the main models, this is an ideal resource for anyone interested in these classic sporting motorcycles! *While Supplies Last!*

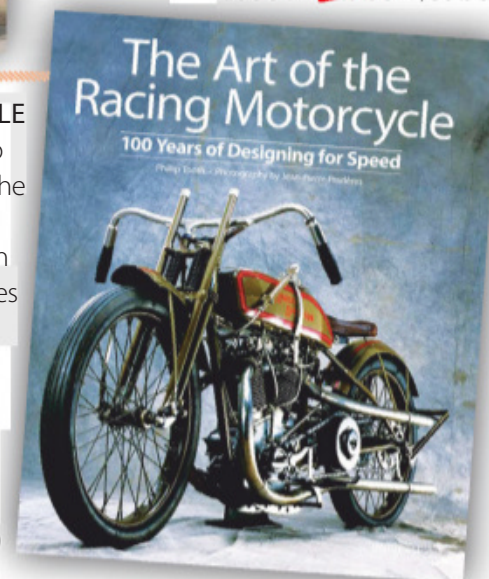
#7584 ~~\$49.95~~ \$39.95



## THE ART OF THE RACING MOTORCYCLE

From Harley-Davidsons and Velocettes to Kawasakis and Ducatis, this book traces the development of over 50 sport bikes over the past 100 years. The dynamic between competition and the design of these bikes are beautifully illustrated, chronologically with studio photographs accompanied with archival images that place the bikes in the context of classic races, rallies, and shows. This is the perfect book for any bike racer enthusiast. *While Supplies Last!*

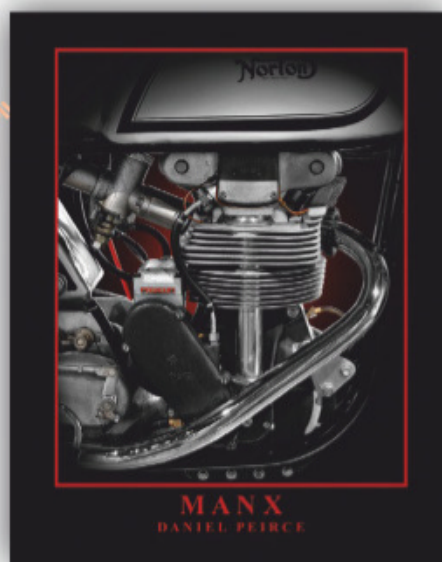
#5272 ~~\$50.00~~ \$39.99



## MANX MOTORCYCLE PRINT

This Manx Motorcycle Print is perfect for any motorcycle enthusiast! This Endura Metallic print is photographically printed by professional motorsports photographer Daniel Peirce. The subtle metallic surface produces a depth and color richness unmatched by any other process. This 16"x 20" is printed on demand and signed and numbered by the artist. *Please allow two weeks for delivery*

#3550 ~~\$69.00~~ \$62.10



## SANDCAST CB750 PRINT

This Endura Metallic print is photographically printed by professional motorsports photographer Daniel Peirce and displays the Sandcast CB750 Engine. The subtle metallic surface produces a depth and color richness unmatched by any other process. This 16"x 20" is printed on demand and signed and numbered by the artist. *Please allow two weeks for delivery*

#3803 ~~\$69.00~~ \$62.10



## BLACK SHADOW PRINT

This Black Shadow Print metallically displays the Black Shadow Engine on a 16"x 20" print. The subtle metallic surface produces a depth and color richness unmatched by any other process. Created by professional motorsports photographer Daniel Peirce, each print is signed and numbered by the artist. *Please allow two weeks for delivery*

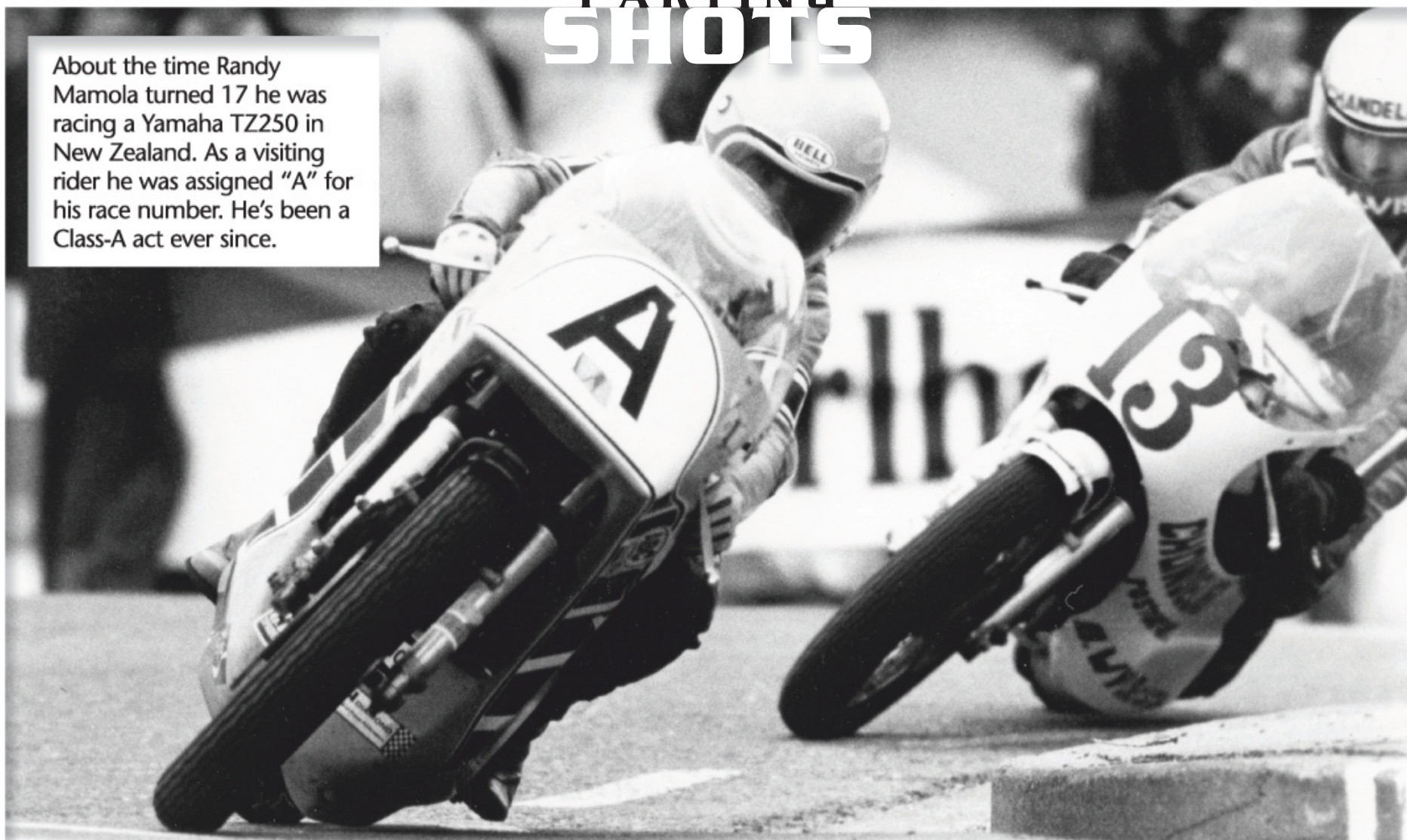
#3795 ~~\$69.00~~ \$62.10



To order, call toll-free  
**800-880-7567**  
 (outside the United States and for  
 customer service, call 785-274-4360),  
 or go to  
**MotorcycleClassics.com/RecommendedProducts**  
 Mention code **MMCPAJZ8**  
**Sale ends: 06/17/19**



About the time Randy Mamola turned 17 he was racing a Yamaha TZ250 in New Zealand. As a visiting rider he was assigned "A" for his race number. He's been a Class-A act ever since.



## Four seconds to greatness

One of the all-time great Grand Prix road racers never won a world championship. Randy Mamola, winner of 13 GP races, placed second in the 500cc championship four times — 1980, 1981, 1984 and 1987 — and was among the top 10 in points for 11 of his 14 seasons (his stint with Cagiva left him out of the top 10 in 1988-1990). But Mamola never won the grand prize, the 500cc World Championship.

Practically from the get-go, Mamola seemed destined for motorcycling greatness when he was groomed as a teenager by the same man — Jim Doyle — who helped launch Kenny Roberts' career. By 1975 Doyle had the 15-year-old Mamola signed to race Yamaha's spunky TA125 production road racer in AFM (American Federation of Motorcyclists) club races. Soon former AMA racer Ron Grant assumed some of the on-track tutorial duties, and Mamola finished second to Dave Emde in the 1977 AMA 250cc national championship. Grant arranged for Mamola to race in New Zealand to further hone his skills, and the payoff was Mamola later capturing the 1978 AMA 250 title. It was then on to Europe, and through a series of events Mamola found himself sponsored on a Suzuki RG500, placing eighth in his short rookie season of 500cc GP competition. His racing career was taking off.

But it never fully took off, those four runner-up placings a nagging stigma that he never was champion. Even so, Mamola became a fan favorite, and if you have never witnessed his

greatness on the race track, check out the YouTube clip featuring one of the most spectacular near-crashes in racing history. Punch in "Randy Mamola's 1985 San Marino save" to enjoy a thrilling two-minute video highlighting Mamola's near high-side on a Honda NS500. You'll gain a better appreciation for his skills. Mamola's comments on the video also reveal why he was such a good interview at the track.

Indeed, Mamola gave me a colorful quote during my days as Sport Editor at *Cycle Guide* when he recounted the time a rabbit crossed his Honda's path at Silverstone. Like the childhood fable, the hare came up short in this race, too. Mamola told me how someone later delivered the rabbit's carcass to him for a souvenir. I asked if he kept one of the rabbit's feet for good luck. "Are you kidding?" he replied. "That wasn't a very lucky rabbit."

Coming so close to being World Champion would be a hard pill to swallow. But the world will overlook that because at the height of his career, Randy Mamola became one of racing's most influential philanthropists, stepping up in 1986 to support the Save the Children charity in Africa. That led to him cofounding Riders for Health (with Barry and

Andrea Coleman), and later Two Wheels for Life, organizations providing first-response vehicles for impoverished places in Africa. Maybe sometimes before you become a winner, you have to first lose something — four times in Mamola's case. — Dain Gingerelli



Yamaha contracted the freckled-face Mamola as a support racer when he was 14 years old.



**HEIRLOOM?  
REBUILD?  
RAT BIKE?  
BARN FIND?**



MOTORCYCLE OIL  
TECH LINE  
**855.462.9335**

[LucasOilMotorcycleProducts.com](http://LucasOilMotorcycleProducts.com)

Lucas Motorcycle Products

If you sell Lucas Oil  
Motorcycle Products call or  
email [ryan@lucasoil.com](mailto:ryan@lucasoil.com) to be listed  
on our website

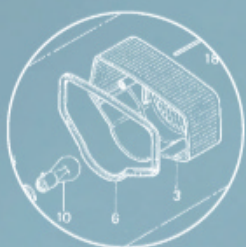
**Lucas has a petroleum  
oil for your classic bike**

**DOES YOUR BIKE REQUIRE LEADED FUEL?**

**Try Lucas Oil Complete Fuel Treatment and get the  
benefits of leaded gasoline without the harmful emissions.**







TAIL LIGHT

FRONT CUSHION



CHAIN



CRANKCASE



PARTS FOR A BETTER RIDE

優れたライディング向け部品

CMSNL.COM